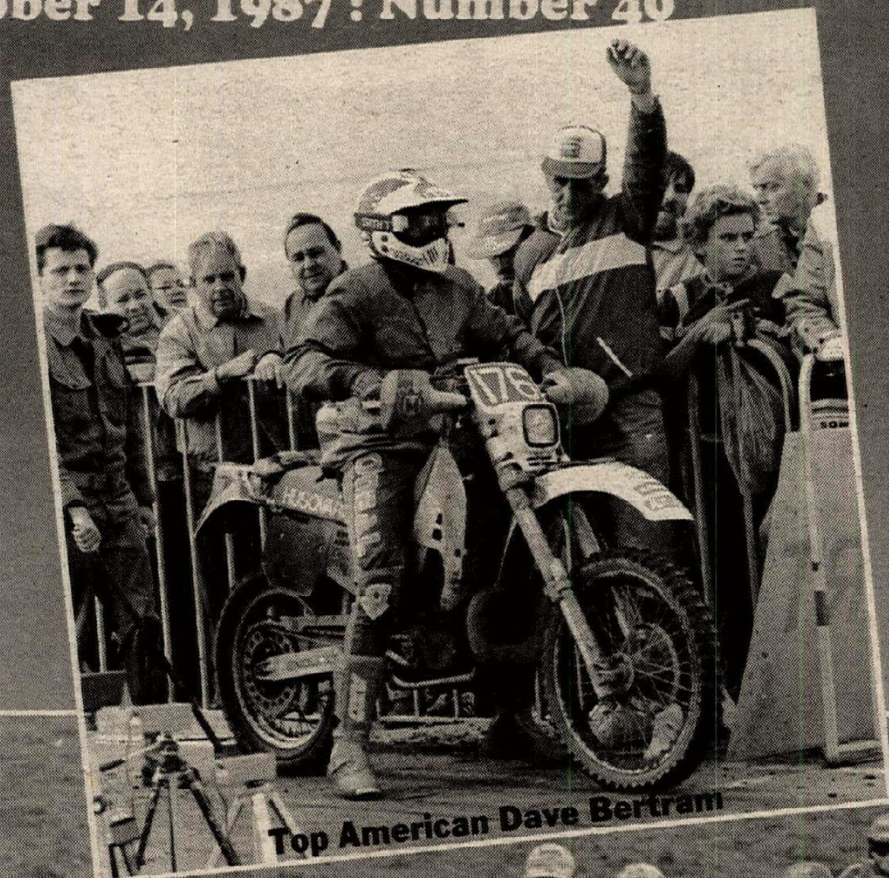


CYCLE NEWS

October 14, 1987 : Number 40

(Outside the U.S. \$2.25) **\$1.50**



Top American Dave Bertram

ISDE

East Germany grabs the gold in Poland



ISDE MX special test

***Parker wins
Sacto Mile finale
Gardner wins in Brazil,
takes title
Oxley's the U.S.
Speedway champ!***



East German Mike Heydenreich

America's motorcycle newspaper



In the WIND

BY PAPA WEALEY

Eddie Lawson (Yam) beat Randy Mamola (Yam) by 11.4 seconds to win the final round of the 500cc World Championship in Buenos Aires, Argentina, on October 4. Newly-crowned World Champion Wayne Gardner (Hon) finished third, three seconds behind Mamola.

Spaniard Sito Pons (Hon) won the 250cc Grand Prix in Buenos Aires, topping Dominique Sarron (Hon) by two-tenths of a second. Third place went to Japan's Shimizu Masahiro (Hon); Anton Mang, who had already wrapped up the 250cc World Championship, elected not to ride in Argentina.

The final point standings in the 500cc Road Racing World Championship Series have Wayne Gardner taking the title with 178 points. Randy Mamola edged Eddie Lawson for second, 158-157, while Ron Haslam holds on to fourth with 71 points. Fifth place in the championship goes to Scotland's Niall Mackenzie with 61 points. Gardner won a total of seven races during the season, with Lawson winning five and Mamola three.

In the final 250cc Road Racing World Championship point standings, Sito Pons' win in Brazil moved him into a tie for second place, behind Anton Mang, with Reinhold Roth at 108 points. Fourth place in the championship goes to Dominique Sarron with 97 while Carlos Cardus ends up fifth with 70 points.

Eddie Lawson's 500cc Grand Prix win in Argentina was the two-time

World Champion's fifth win of the 1987 season and the 19th of his career. The win moves Lawson into a tie with Barry Sheene for seventh on the all-time 500cc GP win list, and puts him one victory behind Freddie Spencer who has 20 career wins.

Team Suzuki's (Suz) Mike Harth, Thomas Stevens and Russ Paulk won the Texas 8-Hour round of the WERA/EBC National Endurance Championship in College Station, Texas, on October 3. Team Scream (Suz) finished four laps behind Team Suzuki to take second place with Genesis Racing (Yam) finishing third.

Personal Watercraft Illustrated, a bi-monthly magazine published by Cycle News, Inc., is seeking an assistant editor. Applicants should be qualified journalists with personal watercraft, i.e. Jet Ski, etc., experience. Photography skills are also required. Send resumes to address listed above.

Ed Lojak (Hus) won the Morgantown, West Virginia, round of the AMA National Cross Country Championship on October 3. Duane Conner (Yam) finished second overall with Scott Sommers (Hus) third.

Scott Gray (Suz) took the win in the fifth round of the WSMA Formula USA Road Race Series at Willow Springs International Raceway in Rosamond, California, on October 4. Gray topped James Domay (Suz) and Earl Roloff (Yam).

Team U.S.A. won the motorcycle road racing portion of the Police Olympics at Willow Springs International Raceway in Rosamond, California, on October 4. The U.S. squad topped a team from France with Italy finishing third in the event that saw 15 countries field teams.

Senate Bill 7, U.S. Senator Alan Cranston's (D-California) California Desert Protection Act, would have a

serious economic impact on southern California motorcycle/ATV dealers, according to an analysis recently released by the Motorcycle Industry Council. The MIC reports that S7, which would close much of the California desert to off-road riding, would result in a 75% decline in new motorcycle and ATV sales in the southern California area, and a 50% decline in off-highway vehicle use. Total sales, services, salaries and taxes raised from motorcycle/ATV sales and OHV use would decline from an annual estimated total of \$248 million to \$98.9 million, resulting in an estimated yearly loss of \$149.1 million. If the measure is approved, retail sales for new off-road motorcycles and ATVs are expected to drop from \$95.7 million to \$23.9 million. The retail sales for used off-road motorcycles and ATVs are expected to drop from \$17.2 million to \$8.6 million. Significant losses also are expected in the areas of parts and accessories sales, dealer servicing, dealer product advertising, vehicle financing charges, insurance premiums, food and accommodations for overnight trips to the desert, industry personnel salaries, and losses to state income from reduced licenses and taxes.

Fifteen-inch passenger car tires should never be fitted to 15-inch motorcycle rims, the Motorcycle Industry Council warned recently. Pointing to published articles which condone the use of 15-inch passenger car tires on motorcycles and sidecars equipped with motorcycle rims, the MIC cautioned that, "A 15-inch motorcycle rim actually has a larger bead seat diameter than a 15-inch passenger car rim and each tire type is designed to fit only its corresponding rim. If any attempt is made to mount passenger car tires on 15M/C motorcycle rims, it may cause one of the beads to break with explosive force and could cause serious physical injury or death."

According to a TUF Racing press release, motocrosser Keith Bowen has signed to ride for the team in the 1988 125cc Nationals and the Supercross Series. It is undecided whether Bowen will be aboard TUF-sponsored Kawasakis or Suzukis in 1988.

Our man in Europe, Michael Scott, reports that word in the Brazilian paddock during the September 27 running of the Brazilian GP, was that Texan Kevin Schwantz' GP deal with Suzuki for the 1988 series is worth a record \$750,000. Reports from Europe also indicate that Camel could be the sponsor behind Suzuki's big-dollar 1988 GP effort.

Wes Cooley will join Team Suzuki for the AMA/CCS Endurance Race at Riverside International Raceway in Riverside, California, on October 11. Cooley will join Thomas Stevens and Mike Harth on the team's Suzuki GSXR1100. The former AMA Superbike Champion rode for Team Suzuki during the 24-hour endurance race at Willow Springs and performed impressively after his layoff due to injury.

Team Suzuki's Johnny O'Mara underwent orthoscopic knee surgery on both knees recently after a slow-speed crash on his practice track near his Simi Valley, California, home. "It was one of those silly falls where you don't expect anything to happen," O'Mara said. "I tried to hold the

bike up and did the splits, and when I couldn't bend anymore both my knees gave out." O'Mara is expecting a one-month recuperation period before he can get back to training for the 1988 season. O'Mara has been sponsored by a mountain bike manufacturer, and during the off-season has logged a fourth and third overall in National competition.

Acerbis Plastica USA is now accepting resumes for their 1988 support program. Three different levels of support will be offered for motocross, enduro, desert, trials and road race riders at every level. Resumes should be sent to 1988 Team Acerbis, Acerbis Plastica USA, 10911-H Wheatlands Ave., Santee, CA 92071. All resumes will be considered and Acerbis will contact everyone by January 1, 1988 with its decisions.

Tommy Watts (Kaw) won the 250cc Pro class during round five of the CMC/Dodge Truck Trans-Cal Series in Dixon, California, on October 4. Mike Larson (Kaw) won the 500cc Pro class, and Michael Craig (Yam) took the 125cc Pro honors.

Former 500cc National MX Champion David Bailey is diligently devoting six hours a day to his rehabilitation program, and still plans on walking after being paralyzed from a crash in January. "There's no doubt I'm going to walk, it's just when," Bailey said from his home in Axton, Virginia. Bailey suffered a setback when he accidentally burned his stomach while using a diathermy machine. "I can't feel anything down there, so I didn't know how bad it was," Bailey said. "I ended up with some second degree burns, but all I can do is take care of it and push ahead. You just have to hang in there when the going gets tough."

The Redding, California, round of the AMA National Championship Enduro Series that was to have run on October 4 but was canceled because of Stage II fire alerts, has been rescheduled and will take place on November 8.

Supercross champ Jeff Ward, Eddie Warren, Ron Lechien, Billy Liles, Mickey Kessler, Tyson Vohland and Jo Jo Keller are among the motocrossers who will compete in the October 17-18 Kawasaki Race of Champions at New Jersey's Englishtown Raceway Park. Tickets are available at participating Kawasaki dealers in New Jersey, New York, Pennsylvania and Connecticut. For further information, call 201/446-6331.

Results of the Junior Support Race at the September 20 San Jose Mile were inadvertently omitted from our race coverage. Full results follow: 1. Bryan Villella; 2. Craig Howard; 3. Kevin Atherton; 4. Bobby McDowell; 5. Erik Graybeal; 6. Kris Kiser; 7. Craig Johnson; 8. Mike Gresham; 9. Mike McDonnell; 10. Chance Darling; 11. Mark Corsetti; 12. Tony Alves.

The October 10-11 round of the Sequoia Summer Series in the Sequoia National Forest has been cancelled because of extreme fire dangers, due to the recent Southern California heat wave. Depending on the weather (an inch of rain is needed) the Sequoia Summers Series is tentatively rescheduled for late October or early November.

Three-time Camel Pro Champion Bubba Shobert and crew were honored during a special celebration following the Sacramento Mile. Pictured, from left, are Shobert's tuners, Ray Plumb and Skip Eaken, Miss Camel Pro, Galia Gomez, Shobert and R.J. Reynold's Curtis Gray.

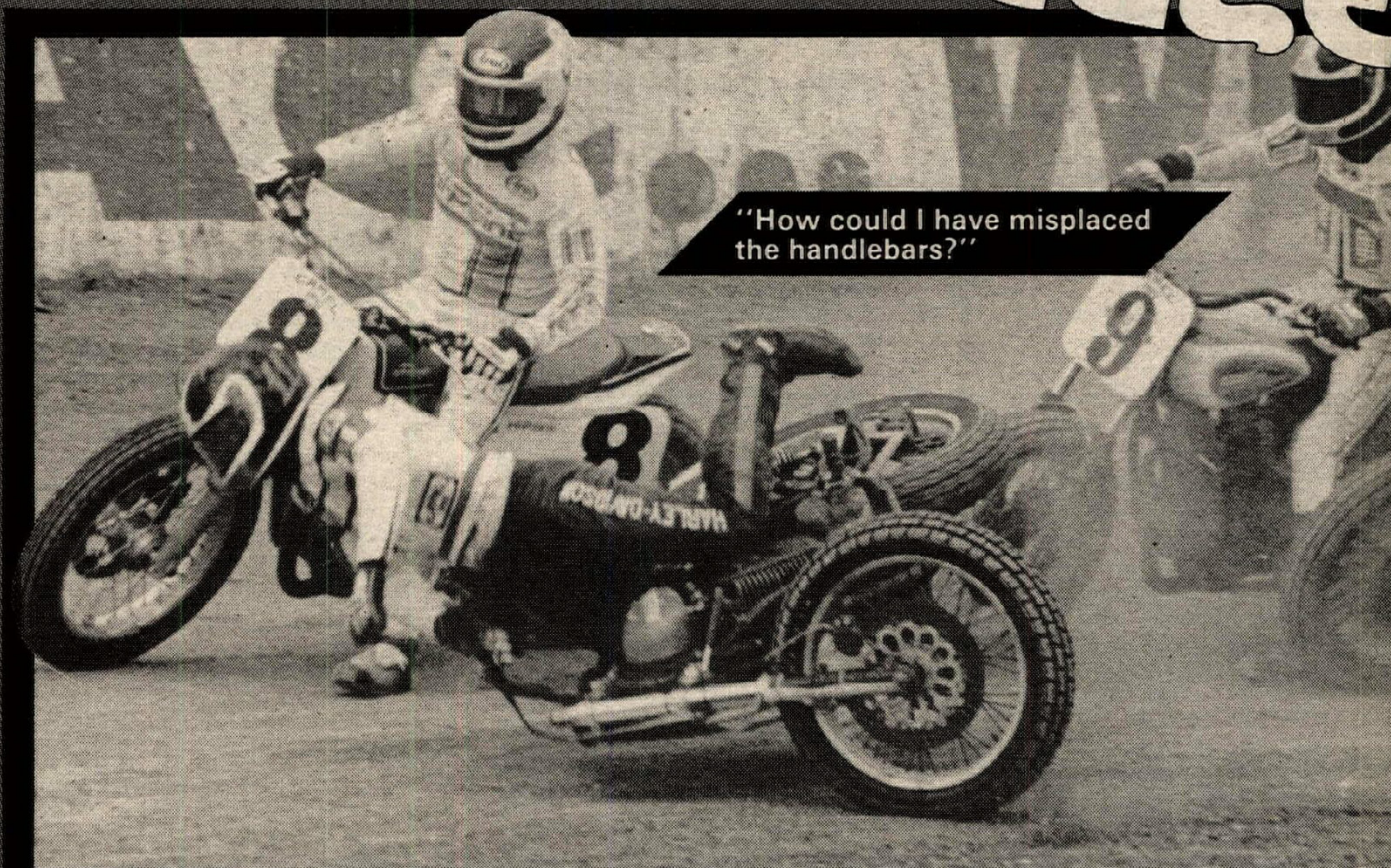


That under the lights and a quartering moon I rode my very first Expert.

It was a night just a week ago at veteran Ascot, there with the big thunder, infield full of flat-trackers, a half-mile crying for speed. We were just down from San Jose, down from running The Mile, down from carving my last Junior. And the Southland sun dropped under those Gardena stands like a signal for something new. Time trials behind an expert plate! I was going out there with the best — with Bubba and Chris, Scotty and Jay, Doug, Ricky and Ronnie and Boody. On the same quick clay where greats had won: Romero, Tanner, Lawwill, Springsteen and Roberts and Chandler. And I was ready for the action, ready on my Ron Wood red Rotax. She was so clean, all new and spare and eager, like me. And after the trails, after the whirly blur of riding that hard, I had a fifth fastest. Enough to put me in the Camel challenge, enough for a long shot at that glory ten grand. I rode it strong but last, and stayed on the line — the kid going to school. And I got in the Main, all alone on my oddie between a split of Harley-Davidsons and Hondas. I was right in there with the wild bunch, living it, doing it. And then something happened coming out of 4. I went down in a crazy sort of way and they stopped the race. It was suddenly so quiet; I felt like it was all still going on. My walk seemed frozen, so out of step. The clock banged, each second a timpani thud. I got my bars fixed, got a new wheel, got the good graces of those around me — and my Rotax was first to re-fire, ready for the re-start. I was lined up in back and took the lesson, took the far checker that went first to Carr, and I put that Main down in my book. Everything seemed to move like in a dream. Then I looked around, there after my first Expert race, and somebody was asking for an autograph. Mine? I signed, then paused with the pen. Bryan Villella. It looked different, somehow. But good, very good.

William Edgar

Over the edge



CAROL SIMS COLLECTION

Copyright Page 3 Productions. From an idea by Carol Sims

inside

WIND: All the latest gossip and race results	2	ROAD RACE: South Florida Racing wins Moroso 500	26
MILE: Parker edges Shobert in Sacramento thriller	6	Gardner wins, takes title in Brazilian GP	28
ENDURO: East Germany takes International Six Days Enduro	8	HARE SCRAMBLES: Ashcraft sizzles at Laughlin	30
SPEEDWAY: Oxley crowned at National Championship	14	TIRES: Michelin releases new radials	32
ULTRACROSS: Vohland wins at Las Vegas Silverbowl	16	MOTOCROSS: Watts wins two at Huron Trans-Cal	34
PREVIEW: Suzuki GSXR final at Riverside	18	LOCALS: Coast-to-coast race action	36
ROAD RALLY: Norman first around U.S. in Iron Butt Rally	22	CALENDAR: Make a date to race	44
		RESULTS: Who finished where	48
		WANT ADS: What's on the auctioning block	50

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America's
motorcycle newspaper

Volume XXIV

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BPA Consumer Audit Division Member-
ship Applied For December 1986.

ON THE FRONT PAGE: Dave Bertram
(above) top American at the Polish
ISDE. First turn action (center) during
the MX special test. East German
Trophy rider (bottom) pushes. See page
8. Photos by Kit Palmer.

Voices

Amex pulls commercial

We received your letter regarding
the American Express Travelers
Cheques television advertising.

We regret that our advertising has
caused you concern about the image
of motorcyclists. Our intention was
certainly not to portray motorcyclists
in a negative light, but to increase
the awareness of travelers to the
dangers of carrying cash.

For your information, the com-
mercial you refer to is no longer
being shown on television.

Thank you for taking the time to
contact us.

LINDA LOCKMAN-BROOKS
Director-Advertising
American Express Travel Related
Services Co., Inc.
New York, NY

*And so American Express finally
joins Bartles & Jaymes and Anacin
in pulling their derogatory (to
motorcyclists) TV commercial. . . .
Editor.*

Twins champs

I have waited as long as I can. It
is beyond my comprehension that
Moto Guzzi North America has not
publicly acknowledged the accom-
plishment of Dr. John Wittner and
Doug Brauneck as the Pro Twins GP
Champions. John has done an
amazing job of building a competi-
tive race bike in such a short time
and yet Moto Guzzi has done little
this year to show appreciation for the
tremendous job that John and Doug
have done.

Where is the factory enthusiasm
for such an effort? I understand that
Moto Guzzi North America has given
John some help in his efforts over
the last three years but I also know
that it was a very small contribution
to a very large sacrifice on John's
part.

Maybe the Moto Guzzi Company
doesn't understand that in the U.S.
we like to see accomplishment
rewarded even if it is only public
acknowledgement. I hope you find
that this is not the only letter from
a Moto Guzzi owner. If it is, I hope
you will use it to publicly thank Dr.
John and Doug for a great year.

DAN TOWNSLEY
Seattle, WA

Danforth bill

Thank you for letting me know
of your opposition to S1536, the
Motorcycle Safety Transportation
Act of 1987, which was introduced
by Senator Danforth. As you know,
the bill would require the Secretary
of Transportation to promulgate
rules affecting owners of rapid
acceleration motorcycles. Currently,
the measure is pending before the
Senate Committee on Commerce.

I am happy to report that we are
in agreement on this issue. In my
view, the bill appears to be yet
another example of an attempt by
the Congress to legislate private
affairs which are more properly left
to individuals. I firmly believe that
the federal government is already
over-involved in the American peo-
ple's personal and private everyday

lives, and I do not wish to see this
involvement extended.

Presently, there is no companion
bill in the House of Representatives;
however, you can be sure that should
such a measure come before the full
House for a vote, I will oppose it.

Again, I appreciate your taking the
time to express your views, and
sincerely hope you will continue to
communicate with me regarding
federal issues of importance to you.

WALLY HERGER
Member of Congress
Washington, D.C.

I appreciate your concern about
proposed legislation to limit the size
of engines on motorcycles.

I tend to agree with you that
Senator Danforth has not presented
sufficient evidence to justify his
proposed limitation on motorcycle
engine size. Your concern about
proposed legislation to include
emission controls for motorcycles
will be considered during next
week's mark up of the clean air
legislation.

Thank you for conveying your
concern to me. It is an honor to serve
you as your Senator.

DAVE DURENBERGER
United States Senator
Washington, D.C.

*The letter from Congressman Herger
of California was received by Steve
Byers, owner of Steve's Cycle Acces-
sories in Chico, California. The
letter from Senator Durenberger of
Minnesota was received by Phil
Little, owner of Little Advertising in
St. Louis Park, Minnesota. . . . Editor.*

Dear Senator Danforth,

I was appalled when I read of your
proposed Motorcycle Safety Act
(S1536). I am a registered voter, 51
years of age, head of my own cor-
poration and a motorcyclist for some
35 years.

The problem is not the vehicle but
our lax licensing laws. I would
support a bill to require everyone
who rides a motorcycle to success-
fully complete a Motorcycle Safety
Foundation course or a tiered licens-
ing system based on ability, expe-
rience and age. However, I will
oppose your Motorcycle Safety Act
in every way possible.

The ability of a motorcycle to
accelerate quickly is one of its best
safety features. The avoidance of
danger and possible collision is often
accomplished better by getting out
of harm's way, not by locking up the
brakes. Speed is not the major cause
of motorcycling accidents. Most are
caused by automobile drivers turn-
ing left in front of a motorcyclist who
has the right of way. The other major
cause is the same for bikes or cars
— drugs and alcohol.

Get a grip on the problem. It is
people, not product. Better educa-
tion and training of all licensed
drivers of bikes and cars is a much
needed solution. There will always
be those few who make headlines by
their irresponsible acts, but that does
not give you or our government the
right to take better vehicles from the

millions of responsible people who
enjoy and respect their driving
privilege. And please, no Big Brother
telling me what is too dangerous. I'll
make that decision for myself, thank
you.

WILLIAM G. BERNEL
Woodland Hills, CA

Dirt trackers, speak your mind

All right, you dirt track racers in
the West, do you want to race
without quitting your job and
spending six months on the road
each season?

The AMA/promoter meeting is
scheduled for October 13-14 in
Westerville, Ohio. The AMA is
currently talking with a large
number of Western promoters about
next season. We could have more
races than we have seen since the
mid-70s! There are possible Region-
als, standard races, Nationals, and
the proposed 600cc Nationals.

It's up to you guys. If you want
these races, then write to the AMA.
Take five minutes to get the chance
to race again, OK? Tell them you
will show up with all the racers you
know, all your friends, and all their
friends, to sit in the stands. The AMA
will show the letters to the promoters
and they will put on races. Makes
sense to me.

If you don't want to ride badly
enough, then do what we usually
do . . . nothing. But if you do want
to ride, then please let the people
who decide these things for us know.

ROB HASSEY #29E
Riverside, CA

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How you can WIN

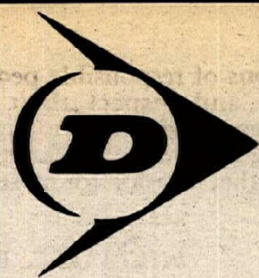
You, me and the AMA

Richard Nixon, Joe Biden,
Gary Hart and Ted Kennedy
have been brought down by it;
a president and presidents to
be. Jim and Tammy Baker fell from
it; a king and queen of TV soap
evangelism and mail order dollars.
The Sierra Club, NRA and AMA ebb
and tide on the fringes of greatness
and doom, just like politicians and
self claimed disciples, because of it.
A loss in people support due to
controversy, real or imagined.

None of us are going to say that
revelations or contrived misinforma-
tion means we're giving up on the
American political system or our
spiritual beliefs or motorcycling.
Environmentalists and gun enthusi-
asts sure aren't giving up on their
national special interest groups
because the Sierra Club and NRA
don't win every battle, fight every
single issue and understand every
member's personal fetish.

Nor should we. Most of you
reading this feel that the AMA is a

(Continued to page 49)



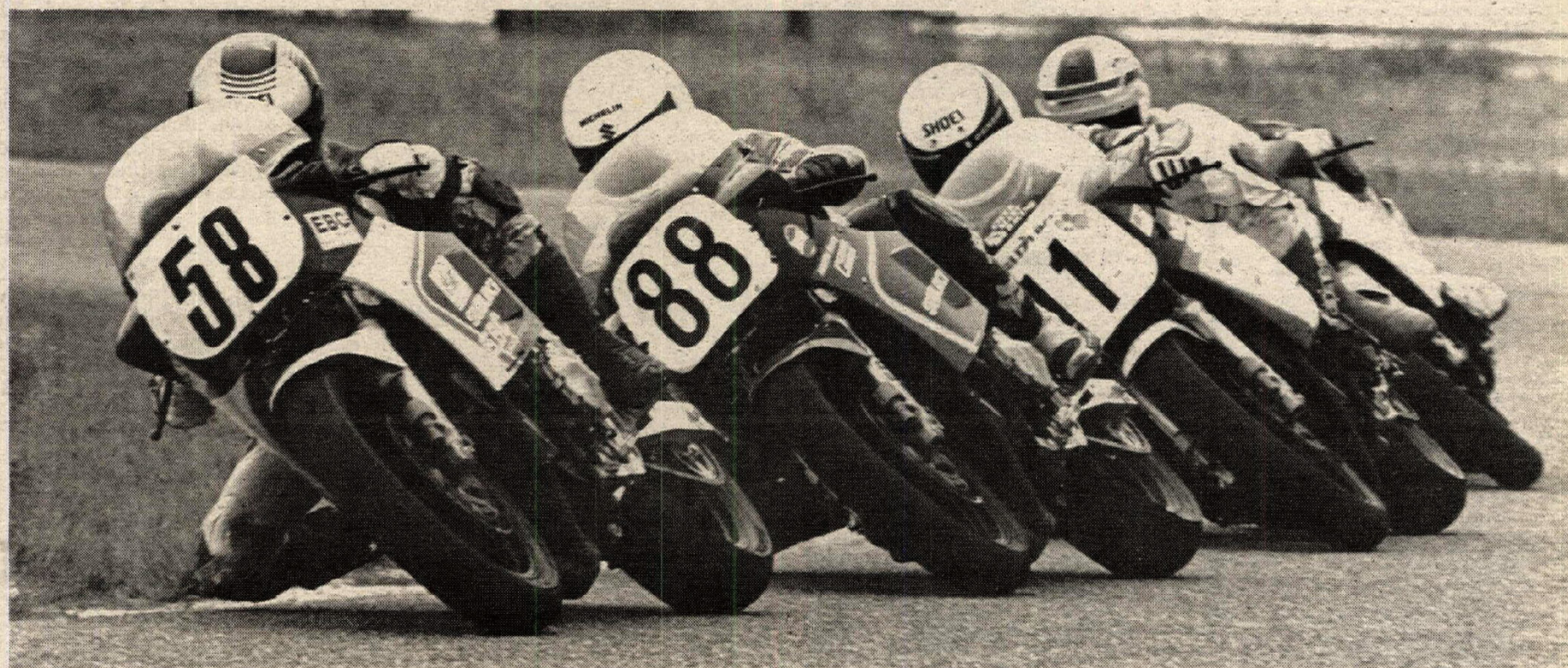
DUNLOP

PRESENTS

SUZUKI GSX-R National Championship

\$60,000
FINAL

RIVERSIDE RACEWAY
October 10 & 11



*Who Will Be Crowned 1987 Number one
United States Production Road Racer?!*

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Wesley Winchester #2	Matt Maschmann #2	Joe Pittman #6	Joe Pitman #6	Ricky Orlando #12	Ricky Orlando #12	James Domay #18	Richard Moore #19
Jamie James #3	Doug Polen #1	Craig Trinder #7	Craig Trinder #7	Dan Turner #14	Guy Clasen #14	Richard Moore #19	Chris Steward #20
Doug Polen #1	Robert Taylor #3	Shawn Roberti #8	Joe Davis #8	Geoff Cesmat #15	Kurt Dimick #15	Peter Carroll #20	Mike Minnig #21
Craig Gleason #4		Doug Renfrow #9		Dan Elders #16		Chris Steward #21	
Doug Carmichael #5		Jeff Lambert #10		Skeeter Jacobson #17		Mike Minnig #22	
AFM NORTH - Red		WERA MIDDLE ATLANTIC - Royal Blue		AMA CCS — LRRA - Green		WERA NORTH CENTRAL - Royal Blue	
750	1100	750	1100	750	1100	750	1100
Iain Pero #23	Iain Pero #23	Grey Tysor #34	Mike Harth #35	David Sadowski #39	David Sadowski #39	Scott Zampach #44	Scott Zampach #44
Scott Gray #24	Rick Wikkonen #24	Mike Harth #35	Jamie James #36	Jeff Heino #40	Mark Bougas #40	John Eidenberger #45	John Eidenberger #45
Scott Gavness #25	Scott Gray #25	Barney Bernstein #36	Scott Russell #37	Mark Bougas #41	Mark Velardi #41	David Bernard #46	Dan Chivington #46
Bob VanGrin #26		Kurt Hall #37		Chris Martone #42		Dan Chivington #47	
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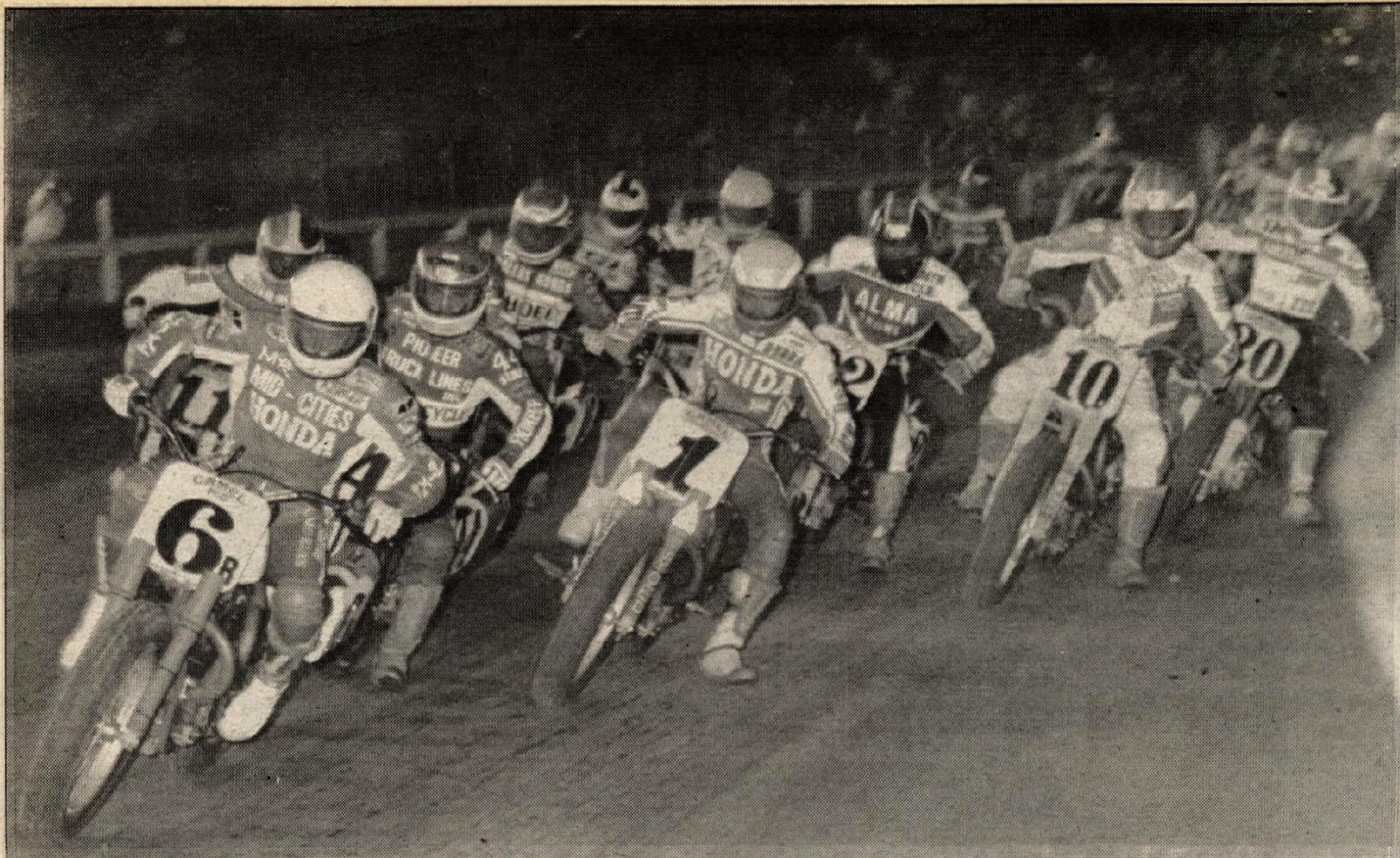
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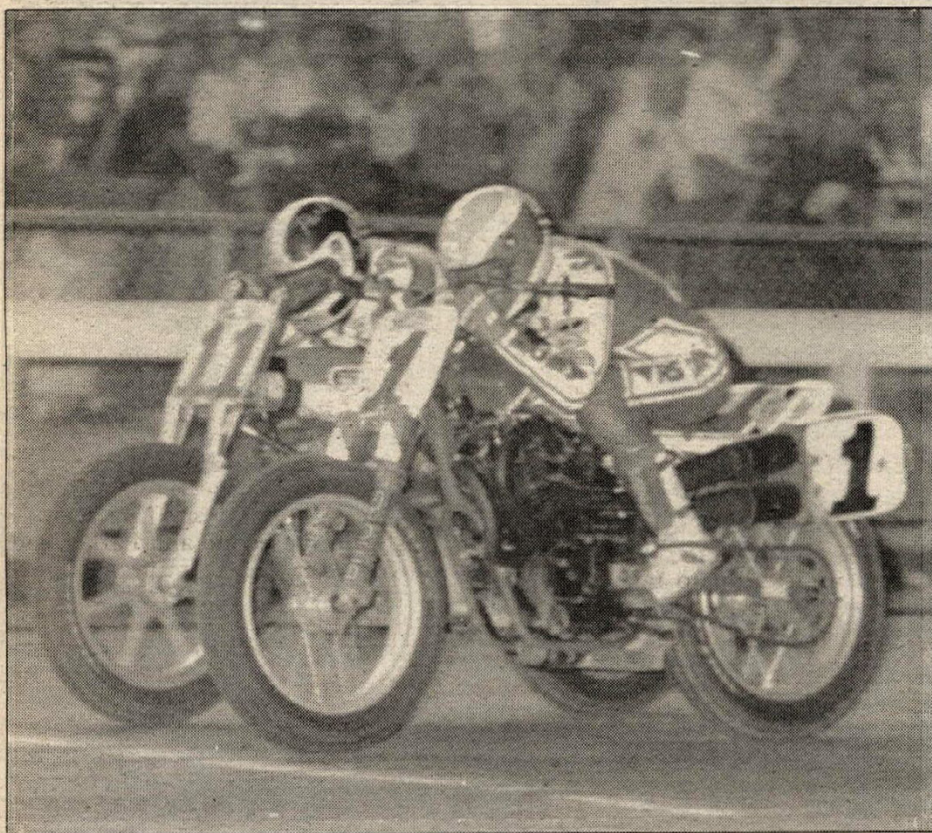


DUNLOP





Road racer Wayne Rainey, (6R, the only rider with both feet on the pegs), led a hard-charging field of riders into turn one at the start of the Sacramento Mile, held at Cal-Expo State Fairgrounds; Rainey finished fourth.



What do you think? The AMA awarded this close Sacramento Mile finish to Scott Parker (11), but many felt Bubba Shobert (1) should have won.

AMA Grand National Championship Dirt Track Series/Camel Pro Series: Rounds 18/16

Parker edges Shobert in Sacramento Mile

By Farren Williams
Photos by Dan Mahony
SACRAMENTO, CA, OCT. 3

Team Harley-Davidson's Scott Parker won the 1987 season finale at Cal-Expo State Fairgrounds, taking a controversial victory over Team Honda's Bubba Shobert in the 25th running of the Sacramento Mile.

The two factory riders crossed the finish line in

such close quarters that no one watching was sure who had won the race. When repeated reviews of a videotape produced by the *Cycle News* Finish Line Camera failed to

show a clear winner, official observers awarded the win to Parker.

"When we reviewed the *Cycle News* stop action camera, the frame with Scott and Bubba at the finish line was inconclusive," said AMA Dirt Track Manager J.B. Norris. "We viewed it many times and couldn't make a determination from the pictures. So officials at the start/finish line had to make the call and they called Scott Parker the victor."

Video recordings from the *Cycle News* Finish Line Camera were clear enough to determine third place, however, a battle that went down to the wire between Freddie Spencer/SuperTrapp Racing's Doug Chandler and new AMA Superbike Champion Wayne Rainey. Chandler got the nod by a hair, forcing road racer Rainey to settle for fourth, his best performance in a dirt track this year.

In the \$17,500, five-lap Camel Challenge sprint race between the top six qualifiers, Shobert took the win — and \$10,000 first-place money — over Parker and dirt tracker-turned-road racer Jim Filice.

The win in the 25-lap main event marked Parker's third National victory on Cal-Expo's one-mile oval, and while he was happy with the outcome, he would have rather won the race outright.

"All I want is the right decision," said Parker. "If Bubba beat me by an inch and a half, I want him to take the win. But it's really hard to say. It was handlebar-to-handlebar and we were bumping elbows (at the finish line). I looked at (the videotape) and it was so close I really wouldn't have wanted to call it."

"I'm not the referee, but I thought I had it," said Shobert. "Our handlebars hit just before we crossed the line. It was a hell of a race, it was close, but it's not for us to call. The AMA makes those decisions and it seems strange how they just did that one."

Both riders felt fortunate that there had been no championship at stake. A potentially explosive situation had been diffused by the fact that Shobert had wrapped up both the Camel Pro and National Dirt Track titles before the season finale in Sacramento.

The situation was potentially explosive because many felt Shobert had won the race. Had a title been

at stake, protests and appeals surely would have followed.

The finish was so close that every one of the 40-odd spectators in the Cal-Expo press box, including this reporter, felt Shobert had crossed the line first. But officials and many spectators viewing from trackside, including *Cycle News* photographer Dan Mahony, gave the nod to Parker. Fortunately, for the Michigan dirt tracker, it was the official word that counted.

Parker's win, taken before 16,802 northern California race fans, earned him a total of \$5180 from the \$40,000 purse. When added to a \$1500 bonus from Harley-Davidson for winning the National, and to \$2500 for placing second in the Camel Challenge, Parker took home winnings of approximately \$9180.

Shobert earned about \$13,435 — \$10,000 for winning the Challenge and \$3435 for placing second in the feature race. Chandler collected \$2240 for third in the National, and \$1000 for fifth place in the Camel Challenge.

Final Grand National Championship Dirt Track Series point standings at the end of the race showed Shobert taking his third straight number one plate with 228 points. Parker finished out the season in second place with 211 points, Chandler edged Harley-Davidson factory rider Chris Carr for third by one point, 177-176, and two-time National Champion Ricky Graham filled out the top five with 169 points.

Final standings in the Camel Pro Series battle had Shobert in first place with 203 points (good for \$100,000 in Camel point fund money), Rainey in second with 144 (\$25,000), Chandler in third with 133 (\$20,000), road racer Kevin Schwantz in fourth with 132 (\$10,000) and Parker in fifth with 106 points (\$5000).

Time Trials

Carr rode his H-D Motor Co./Mert Lawwill/Shoei/Hobie Apparel/Hap Jones/R.S. Taichi Harley-Davidson to a record qualifying lap of 37.117 seconds (96.99 mph), breaking the old mark of 37.143, set by Rainey on a Lawwill Harley in 1985. Carr made the record run on his second attempt after waving off his first qualifying run, which would have been good enough for second fastest time.

Parker posted second-fastest time aboard his Bill Werner-tuned factory Harley, stopping the clock at 37.19. Californian Keith Day clocked in at 37.206 to take third fastest time, while Filice, aboard an Eddie Atkins-tuned Harley-Davidson, was fourth fastest with a time of 37.241. Chandler posted a 37.227 time on his Freddie Spencer/SuperTrapp Honda to qualify fifth fastest and Shobert rode his Skip Eaken/Ray Plumb-prepped Honda to sixth fastest at 37.281.

Texan Terry Poovey, California's Alex Jorgensen, Rodney Farris of Maryland and Ohio's Steve Morehead rounded out the top 10. Les Washbon was the 48th and final rider to qualify for the program from the 49 riders who made the attempt. His cutoff time was 39.708.

Heats

Five of the six riders on row two in the first 10-lap, Expert heat race were moved to the penalty line for attempting to jump the start, including Billy Herndon, Tim Mertens, Chad Felicio, Mike Inderbitzin and Washbon.

Hud Racing's Ted Boody nabbed the holeshot when the light finally turned green, but by the end of the first lap he had been dropped to third by Oklahoma's Ronnie Jones and



GF Racing's Ronnie Jones (16) finished seventh, just ahead of two-time National Champion Ricky Graham (3); Don Howard (48) took 10th.

Jorgensen, who is backed by Pioneer Truck Lines/Indian MC Supply/Hi-Point/Red Line/Storz. Carr, who came off the line in fifth, drafted his way past the front runners to take the lead on lap four. At the midway point, Jorgensen, Jones and Carr crossed the start/finish line side by side, while Boody led Farris and Gardner Racing's Steve Eklund in the battle for fourth.

The three front runners swapped the lead several times in the closing laps, trading positions like little leaguers trade baseball cards, and when the checkers fell it was Jorgensen holding a slim edge over Carr while Jones followed in third, taking the last direct transfer to the main event. Semi-bound Farris, Boody and Eklund rounded out the top six.

Each of the final three Expert heats broke Cal-Expo's 10-lap record of six minutes, 19.526 seconds, set by Shobert in 1984.

The first rider to crack the record was Parker, who won the second heat in 6:18.02 after battling fiercely with Marioneaux Racing's Terry Poovey, Graham and Morehead for the full 10 laps.

Graham was the first rider into turn one, but by the end of lap one Morehead held the point, followed by Poovey, Graham, Parker and three-time National Champion Jay Springsteen.

A four-rider, 10-lap battle followed between Morehead, Graham, Poovey, and Parker, with each taking their turn leading the race. Both Graham and Morehead made costly misjudgements when they slipped off the groove in turn one while leading the race. H-D Motor Co./Tsubaki/Bell/SuperTrapp-backed Parker was the rider who led when it counted, taking the top spot ahead of Poovey and Graham. Morehead and Springer earned trips to the semis by filling out the top five.

American Honda's Shobert trimmed the record even more in the third 10-lap, Expert heat, winning with a time of 6:16.873.

California's Don Howard powered his Aztec Racing Harley into the top spot at the start of the race and held the lead through the first lap, followed by rookie Brian McDowell and Shobert. Both Shobert and Day powered by McDowell on lap two, then Shobert took the lead from Howard going into turn one on lap three.

The newly-crowned, three-time Grand National Champion powered away to win the heat, while Day and Howard battled for second until Day finally claimed the spot for good on lap eight. Howard held onto third, and the last transfer spot to the main event, while veteran Hank Scott (riding in the last National program

of his 17-year career) finished fourth ahead of McDowell.

The final Expert heat race was faster still, with Filice finally taking the record by posting a 6:16.709 time.

Scott Pearson nabbed the holeshot, but Filice held the lead at the end of lap one. Chandler and Gardner Racing's Pete Hames battled for second behind Filice in the early going, while Rainey held down fourth over Don Estep and a fading Pearson.

Chandler moved by Hames to take over second on lap four, then passed Filice briefly going into turn three, but he couldn't make it stick.

By the midway point, Rainey, who recently sold all his dirt track equipment and who was riding Shobert's spare Skip Eaken-tuned Honda, was gaining on the lead trio while Filice was holding off a strong challenge from Chandler. Rainey drafted by Hames at the start/finish line to take over third on lap eight, then took second from Chandler at the same spot on lap nine. He passed Shoeni/Kal-Gard-backed Filice going into turn one on the final lap, but Filice drafted him on the back straight and held on for the win. Rainey took second and Chandler settled for third and a grid spot in the main event.

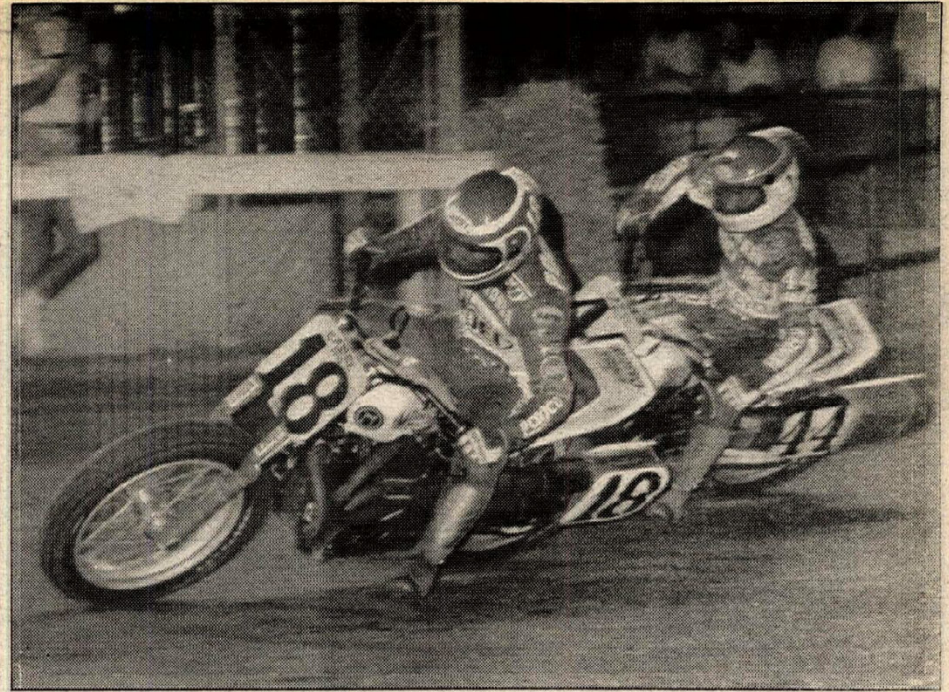
Semis

The first 10-lap Expert semi saw a brilliant battle between Springsteen, Boody and Eklund, but when the checkers fell it was Felicio who took the win.

Springer nabbed the holeshot and led the race for the first five laps while Boody and Eklund argued over second and Felicio ran in fourth. Springsteen, Boody and Eklund battled fiercely for the top spot on laps sixth through eight, while Farris, riding the Honda RS750 Rainey piloted most of this season, carved his way through traffic. Suddenly, on lap eight, Springsteen, Boody and Farris went down in turns one and two, and the race was red flagged and called complete. Felicio had managed to get around Eklund to take the win while the Gardner Racing pilot settled for second and the final transfer from the semi to the feature race.

"We just hit some oil, I guess," said Springsteen of the three-rider get off. "They both hit it with their front wheels; I hit it with my rear wheel. There was no contact."

Hames, Scott and Pearson battled throughout the second semi, swapping the lead back and fourth for the full 10 laps. Pearson led across the start/finish line to begin the white flag lap, followed by Scott and Hames. Both riders passed Pearson two turns later, going into turn three. Hames then drafted past Scott to win



Honda-mounted Alex Jorgensen (44) got around Texan Terry Poovey (18) to finish fifth; Poovey crossed the finish line in sixth place.

by an inch as the duo made the final mad dash for the checkered flag. Scott took second and the last transfer, while Pearson was headed for the LCQ.

Last Chance Qualifier

Pearson was moved to the penalty line at the start of the last chance qualifier, but by the end of lap three he was pressuring leader Morehead and second-place McDowell.

The trio traded the top spot for the rest of the race, and McDowell led the fray on lap nine, followed by Pearson, Morehead and Mertens. McDowell and Morehead, running in close quarters, slipped off the groove in turn one on the final go-around, allowing Pearson to claim the last ticket to the National from a third row start. Mertens finished second, but it wasn't good enough.

Camel Challenge

Privateer Day led the top six qualifiers off the line at the start of the Camel Challenge, but Shobert tucked under him to take the lead going into turn one, then Parker passed Honda-mounted Day to take second going into turn three. By the end of the first lap, Carr had dropped Day to fourth, Filice was running fifth and Chandler brought up the rear.

Parker managed to pass Shobert and lead the race through the middle laps of the short, five-lap sprint, but Shobert repassed the factory Harley ace on the last circuit to take the win. Filice came out on top in a race-long battle for third with Carr, whose Harley was slowing from internal engine problems, and Chandler bumped Day to sixth at the flag.

Filice had trouble off the line in the Challenge, and it would cost him dearly in the main event. "I think I busted second or third gear because the transmission locked up (momentarily)," he said.

National

As the 17 riders took to the grid for the 25-lap main event, the last National dirt track race of 1987, Filice lined up in pole position, but he was without his motorcycle. The Atkins crew had the bike in the pits and was attempting to make frantic repairs to the transmission. Filice's bike appeared on the grid with less than 30 seconds left in his two-minute grace period.

Road racer Rainey nabbed the holeshot when the starting light turned green, and Filice, despite all efforts, was dead last off the line, his transmission apparently stuck in a gear too high.



Parker and Shobert initially took a victory lap together.

By the end of lap one, Shobert led Rainey, Jorgensen and Parker, but Rainey repassed Shobert going into turn three to regain the top spot and hold it through lap two. By lap five Shobert had settled into first, Rainey was running second and Parker had moved into third, bumping Jorgensen to fourth. Chandler held down fifth.

Carr, who won the Sacramento Mile in April, was well back in the field.

"Something internal took a dump on us," Carr said. "It started to get slow in the Challenge and it just got slower and slower every lap until finally it got to where it wouldn't run."

On the sixth lap, Freddie Spencer/SuperTrapp/Arai/Bel-Ray/ERC/ND/RK/Nankai/Hi-Point-backed Chandler moved past Jorgensen and set his sights on the Shobert/Rainey/Parker battle for first. Jorgensen held down fifth, ahead of Poovey, Day, Jones, Howard, Graham and Scott.

When Parker got around Rainey on lap eight, he and Shobert pulled away from the pack, setting their own pace and "playing" with one another. Both factory riders have been past victims of excessive tire wear on Sacramento's abrasive surface, and neither was willing to push it to the limit to take the lead. A few times, as they "played," Parker reached over and tapped Shobert as they sped out of a turn at 90 mph.

For the next few laps Shobert and Parker swapped first while Rainey continued to hold off Chandler. Poovey and Jorgensen were fighting for fifth and Day led a sixth-place battle between himself, Jones, Graham and Howard.

At the end of lap 19, Rainey let his presence be known by passing Shobert going into turn one.

(Continued to page 21)



Sweden's Dick Wicksell was top individual on a 250cc Husky. Wicksell won his final motocross special test moto over Italy's Giorgio Grasso.

Husqvarna's Fred Hoess was the top rider on the U.S. Jr. World team, finishing 13th in the highly competitive 250cc class.



62nd International Six-Days Enduro

East Germany sweeps Poland

By Kit Palmer

JELENA GORA, POLAND, SEPT. 21-26

East Germany swept this year's running of the International Six-Days Enduro by claiming both the Trophy and Jr. World classes in the rugged mountains of northern

Poland. Led by Simson rider Kladtke Reinhard, East Germany captured the Trophy class victory over the heavily favored Swedish team; then came Italy, Great Britain and Poland. The USA Trophy team finished seventh for the second year in a row.

The Six-Days was just about six days too long for the U.S. Trophy team, consisting of Mark Hyde, Larry Roesler, Dave Bertram, Kevin Hines, Drew Smith and Jeff Fredette. Just after the start on day one, Hyde fell and broke his wrist. His chase rider then took over on Hyde's motorcycle against FIM rules. On day four the Hyde imposter was caught, but the FIM (for an unknown reason) did not penalize the U.S. for "cheating." Hyde's points stood.

In the Jr. World bout, once again, East Germany soared to the victory, finishing ahead of Italy and the USA. France and Czechoslovakia rounded out the top five.

Nineteen countries competed in Poland for the Trophy competition, and the only team that had a chance of snatching the Trophy team victory

away from East Germany was Sweden. Sweden captured both the 250 and 500cc class victories with Husqvarna riders Dick Wicksell and Svenerik Jonsson at the helm. But transmission problems to Mikael Nilsson's Husqvarna on day one kept Sweden from the winner's circle. Wicksell captured the overall individual victory.

The USA's Junior World team, however, pulled through with a respectable third. Fred Hoess, Aaron and Kurt Hough and Randy Hawkins made up the American Junior World team with Hoess and rookie Aaron Hough claiming two of only six gold medals U.S. riders were to earn. Bertram, Hines, Smith and club rider Fritz Kadlec were the other four. This year's top American in evaluation points was Bertram with a ninth in the 500cc class, riding a 430cc Automatic Husqvarna, while top class finisher was Honda XR250-mounted Smith, who finished third in the relatively small 350cc Four-Stroke class. Silver medals went to Hawkins, Ron Ribolzi, Fredette, Kurt Hough, William Burgener and Jeff Irwin. A total of 25 Americans

started the Six-Days, six did not finish.

The Polish Six-Days was one of the toughest six-days in recent years. Warm and dry weather greeted the 403 riders that started the event, and for the first three days the weather pretty much stayed the same. But a rain storm blew through Jelenia Gora between days three and four, making day four the toughest of the enduro. Days four, five and six saw very cold, wet riding conditions that forced many riders to drop out.

Day one

Following fairly elaborate opening ceremonies on Sunday, Monday morning dawned warm and sunny, and the first rider left Park Farne (start/finish/impound area) at 8:30 a.m. Hyde was the first American to leave the start on minute 30, but his ride ended less than half a mile later when he said his front wheel dropped into a hidden hole and he was thrown over the handlebars, injuring his wrist. He managed to pick up his bike and continued down the road where his chase rider, Alan Randt, took over on Hyde's motorcycle. The illegal swap went undetected until day four when Randt clipped a rock with his rear wheel, pitching him into a tree at high speed. Randt was airlifted to a hospital and was put into a body cast with a dislocated and broken hip. Hyde's broken wrist required a cast as well.

Obviously, when Randt crashed, the cat was let out of the bag that he had been riding for Hyde illegally. However, following the Thursday night jury meeting, no penalty points were assessed to the U.S. Trophy team, so Randt's evaluation points stood. No countries protested or seemed to care about the switch.

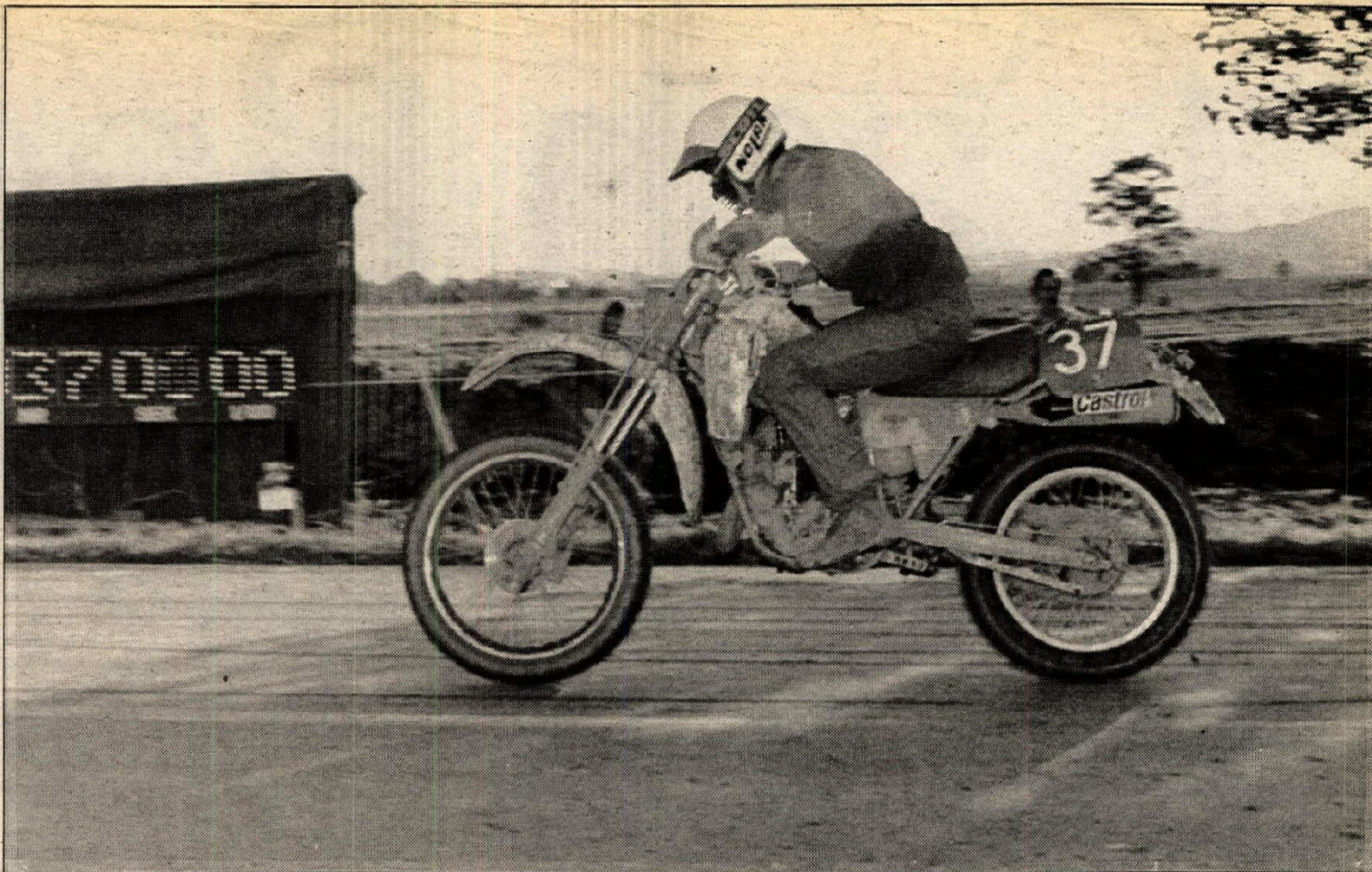
After all the riders left Park Farne, the course led them through two approximately 90-mile loops, with one acceleration test, a terrain test, and two special (grass track) tests. Both the acceleration and terrain tests were used only once, on the first loop, while the same grass track special test was used twice a day for five days. Most of the trail on day one was considered by the riders as fairly easy, but three different hill sections on each loop kept the riders on their toes.

The first hill came after check three. It had a gradual incline but slick mud and tree roots made it difficult to climb, forcing many riders to push and shove their mounts up the hill, thus many bottlenecks were formed. However, a fairly loose trail schedule kept most of the riders on time at check four. On the second loop, this section was thrown out. Riders were rerouted around the hill.

Between checks four and five was the toughest of the three hills, and it was found during the terrain test section. Bertram described the terrain test: "It started out as a fireroad and ended up as a gnarly, rocky uphill. The rocks were kind of like boulders, loose and wet. You had to push and shove."

German rider Bert Von Zitzewitz, riding a KTM 350, had the fastest time in the terrain test with a 411.20 score, as compared to USA's quickest time of 470.46, set by Hines and his KTM 350.

The third hill was a long, uphill climb over rocks and through mud. It, too, required many riders to get off and push, but it was during the second loop that gave the riders the most problems. Eventually, portions of the hill became a giant mud bog. "If it wasn't for all the people in the way," said Hoess, "the hills wouldn't be so bad."



Simson-mounted Kladtke Reinhard led the East Germany Trophy team to victory.

The only U.S. Trophy or Junior World team rider to lose any route points on day one was Junior World rider Kurt Hough, riding a Honda CR250. Hough lost three minutes.

"As I came into check three on the first loop," said Hough, "I noticed I had a flat tire, but I didn't have enough time at that check to fix it. So I tried to ride through the next section, which was tight, and I lost three minutes. I fixed the flat at check four."

USA's second casualty happened during the second loop Monday when club team rider Ed Marchini (JB Racing) had his Honda CR125 seize after losing water in his radiators, putting him out of the event.

Sweden's Mikael Nilsson had his countershaft break in his Husky's transmission on day one, dropping 780 points. This eventually cost Sweden the overall victory in the Trophy division.

At the end of the first day, East Germany was leading France (headed by former ISDE overall winner Gilles Lalay, and 350cc Four-Stroke class leader Thierry Charbonier) by 120.90 points, 168.05-288.90. Third with 308.19 points was Czechoslovakia, followed by Italy and Finland. USA was eighth. Nilsson's transmission problems dropped Sweden to 11th.

In the Junior World division, East Germany led Italy by 30.14 points. Finland was fourth followed by USA and France.

Top U.S. club team in eighth place after day one was the Mt. Baker team, consisting of Bergener, John Nielsen and Kadlec. The Merced Dirt Riders (Ribolzi, Dwight Rudder and Irwin) were 11th.

"Today was a breeze except for the hills and having to replace a radiator hose," said Aaron Hough. "You had to push on the hills. I'd look up and all you would see were rocks and people all over the place pushing."

Day one wasn't quite a breeze for Kawasaki KDX200 rider Fredette. He was bruised and battered afterwards.

"Just before the third check," said Fredette, "we were going down a rocky road, and I was picking up time. But the next thing I knew the bike was sideways and I was flying through the air. My shoulder hurts real bad and I think I sprained a couple of fingers."



Fritz Kadlec was the only non U.S. Trophy or Jr. World rider to nab a gold medal in Poland. Only six American riders went home with golds.

USA's Todd Harris, a member of the Lubbock Trail Riders club team, had a water pump seal in his Honda CR250 go out on him during the first loop. "I had to put water in it all day long," said Harris. "Tomorrow morning I'm going to change the seal," which he did.

Checkpoint M.C. club rider Mike Medick, riding a Yamaha YZ490, nearly holed out when he suffered back-to-back flat tires. However, he had the honors of claiming the fastest time in the acceleration test.

Day two

Day two used the exact same loop as day one but was run in the reverse direction. Temperatures were in the low 70s and skies were clear. It turned out to be one of the easiest days of the enduro. However, Kawasaki KX250-mounted Roeseler, riding with a badly injured knee supported with a knee brace, came within four minutes of holed out when his bike began to sputter then quit running. The problem turned out to be the bike's ignition coil, and by the time he tracked down the prob-

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In his first ISDE ever, U.S. Jr. World rider Aaron Hough captured a hard-earned gold medal.

Bum knee and all, American Larry Roeseler pushes his Kawasaki KX250 up one of the slick, tree root-infested uphill on the first day.



lem and fixed it, he had lost 56 minutes (3360 points).

Not only did Roeseler's coil go out, but he crashed hard, as well.

"I did a Freddie Spencer on the pavement," said Roeseler. "It was a long, fast, downhill straightaway with a sharp left hand turn at the bottom. The pavement was really slippery."

It wasn't a good day for the Czechoslovakian team either. Trophy rider Bohumil Posledni (500cc Jawa) crashed hard on the trail and broke his arm, putting him out of the race and the team out of top contention.

Hoess was sore and bruised at the end of the day.

"Just after the terrain test," said Hoess, "we were on a rocky trail and a rock rolled between my bike and caught my rear wheel, and flipped me over the bars. The bike landed on my back and pinned me between the rocks. It was a gnarly crash. It bent my bike's subframe and just beat it up."

Despite the crash, Hoess did not lose any points on the trail, keeping his trail score clean thus far.

Aaron Hough replaced an exhaust pipe in a check after smashing it in the terrain test, lost no points. Hoess almost dropped a route point after getting a flat tire, Checkpoint M.C. club rider Grant Palenske continued to zero the course but lost nearly 20 seconds in the first special test when the throttle on his Honda CR250 stuck wide open.

Mt. Baker's John Nielsen rode one section with a flat tire without losing a point, and Hines and Bertram continued to battle for top American.

Day three

The third day was the most uneventful day of the Polish Six-Days. A new trail was used along with a loose schedule, but the U.S. was to lose another rider. Nielsen, who had dropped no points, went out after his Husky 430 seized. Last year in Italy, Nielsen also dropped out with mechanical problems, on the first day.

"Between checks two and three, I

got a flat tire," said Nielsen. "So I rode it to check three to fix it. I started it on one side of the check and finished it on the other. I took off and was making up time on this logging road and right at the end of the road, the main bearing went out, or I broke the piston. It was like it ran out of gas; it fell right on its face. I got it back going again and tried to nurse it to the next check, but I got about 200 more yards and it locked up for good. I guess it's going to take five six-days before I finish one at this rate."

Roeseler's problems continued on day three. "Going into the last check, going down a pretty steep little hill," said Roeseler, "a rock hit the bottom of my fork leg and spit me over the bars before I even knew what happened. I hit my helmet pretty hard, and I tweaked my handlebars good. I guess it's just the way my six-days has been going."

Kurt Hough was limping around Park Farme at the end of the day. "I caught a rock," said Hough. "It hit my foot between the footpeg, and now my ankle and knee really hurt. Other than that it was pretty boring today. Sometimes you start losing interest on the trail and that's when you start making mistakes."

Hoess had a busy day. He had to replace the complete rear sub-frame section of his Husky and did so without losing any time.

Hawkins came within 10 seconds of losing his first route point after experiencing three flat tires. He fixed the flats on the trail and in one check, he arrived 50 seconds into his grace period.

At the end of the day, Hawkins said, "I hope it rains or something. If we hope to do good, then we need the trail to get tough and muddy, then we would have a chance."

Hawkins got his wish.

Day four

Following day three, a major thunderstorm blew through and it rained all night long. By the start Thursday morning, the rain had stopped but it was cloudy, wet and cold. The day took its toll and riders began dropping route points in the mud.

Only eight Americans managed to clean the course, which included Kurt and Aaron Hough, Fredette, Hoess, Hines, Kadlec, Smith and Bertram. For most of the American Trophy and Junior World riders it was a good day, but for most it wasn't.

Although Hawkins didn't have any troubles with the wet and cold conditions, he did suffer a broken chain which cost him seven late minutes at one check.

The U.S. lost another rider on day four, and that was Palenske when he got lost and missed a check, which is automatic disqualification. Up until then, he had dropped no route points.

"Between checks nine and 10," said Palenske, "we were going really fast down a fireroad, and there was a military truck parked perpendicular on the road. Apparently the course was supposed to turn left there, but there was a three-way 'Y' in the road, and if you went straight, there was a day four arrow. I just kept going, went another two minutes and ended up at check 11 eight minutes early. I should've been at check 10."

Irwin had the same problem. "I came to the intersection and a marshal pointed me in the wrong direction," said Irwin. "I went up the road, hit a main road and there were no arrows, so I cruised up the main road into check 10 and lost two points."

Checkpoint M.C. club rider Shaun Scarlet, riding a Husky 125, had a tough day. "I changed my forks in the morning and I lost four minutes leaving the start," said Scarlet. "Then I ate it big time on a levee road. I ended up in a 10 foot gully with no way out. A bunch of people helped me get my bike out. My main concern was not to hour out," which he did not.

KTM rider on the JB Racing team for the U.S., Bob Bean, said he had an encounter with an angry Polish farmer.

"At first I got a flat tire and fixed it at a check," said Bean. "I couldn't finish it in time so I had to carry the bike through the check and finish it on the other side. I got going again and was boogying down a tractor path at high speed. I got crossed up in ruts and took out some farmer's fence. There was wood scattered everywhere. The farmer came over; I'm not sure if he was asking me if I was alright or if he was yelling at me. It sounded like he was cussing me out in Polish."

Bean dropped 2820 route points and dropped back to 54th in class.

Lubbock Trail Riders' Reed Bright came within one minute of houring out on his Husky 250. "The bolts sheared off on the sub-frame," said Bright. "It happened halfway around the first loop and I had to sit down the whole way to keep the seat and frame from flying up. At Park Farme, before leaving for the second loop, I had to fix it. I had to drill out the bolts and I burned up six drills in the process."

Honda rider on the Lubbock Trail Riders team, David Burke, also dropped a ton of points when a suffered a couple of flat tires and battled with the mud.

"I had a tough time in the mud," said Burke. "I fell down a bunch of times. It was generally a tough day; one of the toughest days I've ever ridden."

Bertram came close to dropping a route point. "In the tightest section, I tried to wheelie across a big mud bog," said Bertram. "But I got turned around and stuck. I arrived to the next check 30 seconds into my grace."

Riding in the 350cc Four-Stroke class on a Honda, Merced Dirt Rider's Dwight Rudder said he lost time trying to change a flat tire. "From there it was a downhill battle with the mud bogs. It took me at least 20 minutes to get around some of the hills."

Ribolzi, who dropped five minutes on the day, said, "I just got behind and the ruts kept getting deeper, and as they got deeper, it just took me longer to get through it. I was just going for the finish. There were places we went through that the ruts were so deep, your feet were above the gas tank. The radiator shrouds were scooping up the mud."

The high point of the day, however, was Kadlec nailing down the quickest special test time in the morning test. He beat Wicksell by less than one second. In the second test, Kadlec was seventh fastest.

By the end of the toughest day yet, only five American riders remained on gold, while most of them had dropped to bronze. At this point it was a matter of survival.

East Germany maintained its lead in the Trophy division over Italy, while Sweden had moved up to third. Great Britain was fourth followed by Poland and Holland. USA was eighth.

In the Jr. World bout, East Germany held a commanding lead over Italy and France, while the USA team was fourth.

Day five

Although it hadn't rained anymore, the trail on day five was still slick, wet and muddy, and the weather was cold and overcast. It was also the day that saw two more American riders drop out.

Todd Harris, who had been battling with water pump seals the whole enduro, finally dropped out when his water pump gave out for good near the start of the day. At the time, Harris was running on bronze.

The last American to take a DNF was Mike Meddick. Meddick, too, was riding on bronze, and near the end of day five he noticed his rear hub was beginning to collapse. So he babied his YZ490 for the rest of the day and got less than a mile from the finish before the wheel got so loose that the chain flew off the sprockets and wadded up into his engine cases. Before he even had a chance to get it fixed, he had already holed out.

Kurt Hough limped his Honda into Park Farme at the end of the day with a blown water pump seal. He dropped one route point along the way having to stop every few miles to fill his radiators with water. Before impounding his bike that afternoon, he did not have enough time to replace the rightside engine case, so he ended up plugging up the seal hole with a screw and epoxy in hopes of finishing the final day.

Donnie Simone, who was 49th 125cc after day five and riding on bronze, was ragged and worn out but hanging on for the finish and a bronze medal.

"I'm just going slow," said Simone. "It was pretty easy today, compared to yesterday, but I was so tired after yesterday that my feet were dragging and flailing all over the place today. So far the enduro has been tough, a lot tougher than I expected. It's a challenge to just keep going."

Day six

Day six featured a short, 40-plus mile trail which led to the final motocross special test located on top of a grassy, rolling mountain. Kurt Hough managed to nurse his Honda to the finish, while Palenske chase rode behind Hough carrying extra water. Drew Smith got lost on the trail when spectators tore down some of the day six arrows for souvenirs and dropped a route point, which pretty much ended his assault for a class victory.

The motocross special test attracted an estimated 40,000 spectators despite the cold weather.

The first moto consisted of 80 and 125cc riders and top American in this race was Aaron Hough. Hough landed a third place start out of nearly 25 riders, and eventually worked his way up into second. He was passed back and dropped to third again before falling down in a turn. He managed to maintain his third place but was pressured from behind. Hough, however, pulled away and began reeling in the number two rider but could never make the pass. TM rider from Italy, Davide Trolli, won the moto.

"I loved it!" said a smiling Aaron Hough, who collected a gold medal in his first ISDE.

Ribolzi nailed the holeshot in the second 125cc moto but crashed during the first lap and dropped back to about fifth. However, Ribolzi worked back up to finish second.

The next moto was the first division of 250cc riders, which featured Wicksell, Italy's Giorgio Grasso, Lalay, Australian Geoff Ballard, West German Uwe Weber and Americans Hoess, Fredette and Hough.

Wicksell led off the start and was



U.S. Jr. World rider Kurt Hough claimed a silver medal. The Polish Six-Days was one of the toughest in recent years.

pushed by Grasso the whole way, while Hoess battled with Lalay about seventh. Hoess held Lalay off for nearly 15 minutes of the 20 minute moto, before he stalled his Husky in a turn, letting Lalay by.

In the final 250cc moto, it was a Roeseler runaway. Roeseler grabbed the holeshot and never looked back, giving the U.S. its only motocross moto victory.

French rider Stephane Peterhansel claimed the fastest time in the 500cc class, beating Sweden's Svenerik Jonsson, Jawa rider from Czechoslovakia Emil Cunderlik and Kram-it pilot Tulio Pellegrinelli (Italy).

Hines and Kadlec battled head to head for the first half of the moto, while Bertram followed a few riders back. Hines eventually pulled away from Kadlec, who needed a good score to squeeze out a gold medal.

The final moto of the day featured a spectacular show by Sweden's stylish Peter Hansson in the 500cc Four-Stroke class. Hansson smoked everybody and claimed the fastest time of the day on his KTM, wrapping up the Polish ISDE.

Results

TROPHY: 1. East Germany (1363.01); 2. Sweden (1996.29); 3. Italy (2477.12); 4. Great Britain (5923.48); 5. Poland (7210.80); 6. Holland (11,197.11); 7. USA (54,290.76); 8. Australia (65,341.89); 9. Czechoslovakia (77,928.51); 10. Switzerland (92,309.46); 11. Spain (84,179.96); 12. France (106,416.27); 13. Germany (124,408.56); 14. Austria (130,686.64); 15. Ireland (220,698.11); 16. Belgium (237,235.40); 17. Peru (259,061.31); 18. Finland (271,382.31); 19. Mexico (381,520.51).

JR WORLD: 1. East Germany (1517.29); 2. Italy

(1990.37); 3. USA (3366.12); 4. France (5689.27); 5. Czechoslovakia (8326.65); 6. Spain (17,667.52); 7. Finland (33,406.11); 8. Holland (36,382.94); 9. Great Britain (57,291.21); 10. Austria (60,117.33); 11. Sweden (93,639.23); 12. Poland (95,239.67); 13. Germany (122,570.81); 14. Mexico (187,992.44).

80: 1. Thomas Bieberback, E. Ger. (Sim); 2. Jens Thalmann, E. Ger. (Sim); 3. Ryszard Augustyn, Pol. (Sim); 4. Rene Coburger, E. Ger. (Sim); 5. Stanislaw Olszewski, Pol. (Sim).

125: 1. Davide Trolli, Italy (TM); 2. Paul Edmondson, GB (Yam); 3. Reinhard Kladtke, E. Ger. (Sim); 4. Stefano Passeri, Italy (KTM); 5. Jiri Cisar, Czech. (Jaw); 13. Aaron Hough, USA (Hus); 17. Randy Hawkins, USA (Hus); 25. Kurt Hough, USA (Hon); 48. Donnie Simone, USA (Kaw); 52. Shaun Scarlet, USA (Hus).

250: 1. Dick Wicksell, Sweden (Hus); 2. Giorgio Grasso, Italy (KTM); 3. Gilles Lalay, France (Hon); 4. Uwe Weber, E. Ger. (MZ); 5. Harald Sturm, E. Ger. (MZ); 13. Fred Hoess, USA (Hus); 23. Jeff Fredette, USA (Kaw); 25. Kurt Hough, USA (Hon); 40. William Burgener, USA (Hon); 97. Reed Bright, USA (Hus); 101. Larry Roeseler, USA (Kaw); 102. David Burke, USA (Hon).

500: 1. Svenerik Jonsson, Sweden (Hus); 2. Jens Gruener, E. Ger. (MZ); 3. Tulip Pellegrinelli, Italy (Kram-it); 4. Hakan Lundberg, Sweden (Hus); 5. Stephane Peterhansel, France (Hus); 9. Dave Bertram, USA (Hus); 11. Kevin Hines, USA (KTM); 15. Fritz Kadlec, USA (Hus); 52. Bob Bean, USA (KTM).

350 F/S: 1. Thierry Charbonier, France (Yam); 2. Joachim Sauer, Ger. (KTM); 3. Drew Smith, USA (Hon); 4. Ulrich Wrobel, Ger. (Yam); 5. Joerg Steenbock, Germany (Yam); 10. Dwight Rudder, USA (Hon).

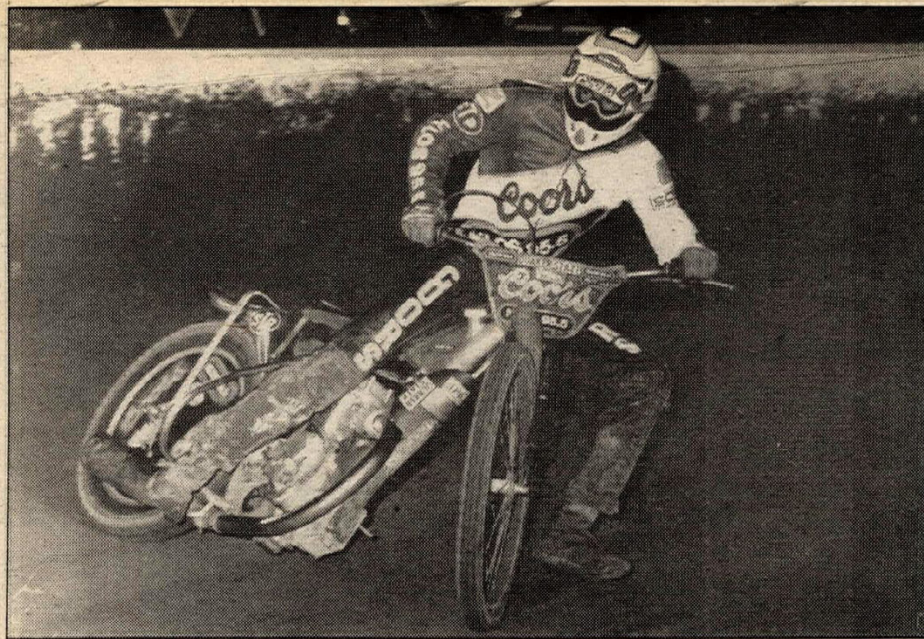
500 F/S: 1. Laurent Pidoux, France (Hus); 2. Jozef Chovanec, Czech. (Jaw); 3. Thomas Gustavsson, Sweden (Hus); 4. Jean Paul Charles, France (Hus); 5. Simon Schram, Holland (Hus); 13. Jeff Irwin, USA (Hus).

USA GOLD MEDAL: Aaron Hough (Hus); Dave Bertram (Hus); Kevin Hines (KTM); Drew Smith (Hon); Fritz Kadlec (Hus); Fred Hoess (Hus).

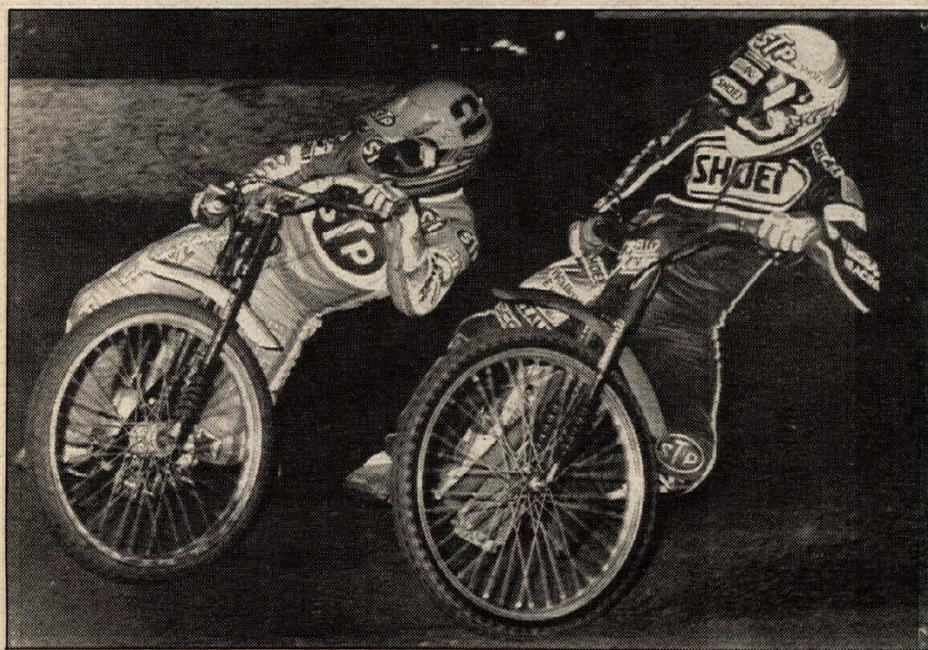
USA SILVER MEDAL: Randy Hawkins (Hus); Ron Ribolzi (Hon); Jeff Fredette (Kaw); Kurt Hough (Hon); William Burgener (Hon); Jeff Irwin (Hus).

USA BRONZE MEDAL: Shaun Scarlet (Hon); Donnie Simone (Kaw); David Burke (Hon); Dwight Rudder (Hon); Larry Roeseler (Kaw); Bob Bean (KTM); Reed Bright (Hus).

USA DNF: Mark Hyde (Hus, broken wrist); Ed Marchini (Hon, seized motor); John Nielsen (Hus, seized motor); Todd Harris (Hon, water pump); Grant Palenske (Hon, DQed); Mike Medick (Yam, rear wheel).



Brad Oxley gave himself an early birthday present by winning the National Speedway Championship at California's Orange County Fairgrounds.



Alan Christian (left) finished in a fifth place tie with Mike Faria, while Steve Lucero (right) took third place honors in the championship chase.

Coors National Speedway Championship Oxley takes the title

By Scott Daloisio

COSTA MESA, CA, OCT. 3

The 1987 version of the Coors National Speedway Championship had a little bit of everything for the massive crowd that gathered at the Orange County Fairgrounds.

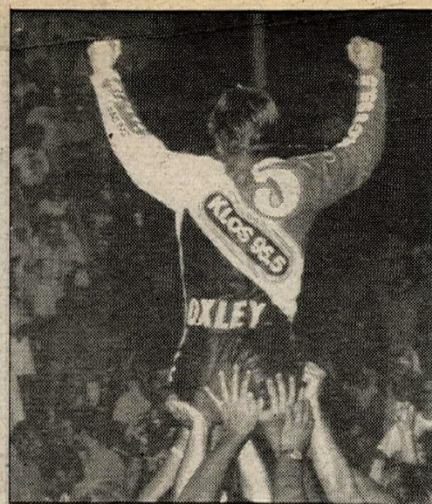
Great racing, a near brawl in the pits and a runoff to decide the National Championship for the second consecutive season. When the final checkered flag of the night had dropped and most of the tempers had cooled, "Rad" Brad Oxley had his hand raised in victory.

Oxley, just three days shy of his 28th birthday and about four weeks prior to the birth of his second child, was coming off third place finishes; the Ascot Track Championship and the California State Championship. For the National he had drawn position nine and he would have to start out of the brutal gate three twice. Despite the bad draw he scored 14 points. At night's end he had a runoff with "Showtime" Bobby Ott

for the crown and Ott drew the inside, but it was Oxley who ended up on the top step of the rostrum.

Coming into the event most insiders predicted that event one would be the pivotal race of the meeting. It matched Ott off the pole against Mike Faria, Lance King and defending National Champion Bobby Schwartz. King was replacing Kelly Moran, who had replaced Sam Ermolenko.

Faria, who got the biggest cheer during the rider's parade, rocketed out of gate two and took the point position over Ott, King and Schwartz. Ott came under Faria at the end of the opening circuit and he ran away from the pack to score his first convincing win of the night. Faria hung on for second while King



Oxley celebrated after winning a runoff with Bobby Ott.

crashed across the line in third. Schwartz took fourth and his chances of retaining the title were minimal at best.

Robert Pfitzing won a history making event two ahead of Tuff McBride and Dubb Ferrell. Phil Collins made the history by being the first British rider to compete in the U.S. National, unfortunately he finished last.

Event three provided the first controversy of the meeting as the tapes were broken on the start but referee Irwin Moon didn't notice. Oxley led all four laps to take the win, but when the situation was pointed out to Moon, he declared that the race would be rerun at the end of the opening round.

Steve Lucero and Billy Hamill, the youngest rider in the field at 17, gated in event four but Hamill parked in turn one and was hit by 1985 National Champion Alan Christian. Both riders went down and a complete restart was ordered. Christian gated on the restart, but a charging Lucero ducked inside off turn four on the opening lap. Lucero took the lead and lengthened it out all the way to the Jerry King checkered.

When event three was rerun, Oxley again led all the way and scored the win by a comfortable margin. Bart Bast, who got pinched off in the first bend, came from last to take second.

Ott opened the second round with a convincing win much to the delight of his fans. The only other rider to finish the event was Bast. Ed Castro's machine called in sick just after the start while Collins lost a chain.

Event six was another big one as it matched Lucero with Faria, Oxley and Pfitzing. Lucero was off the pole with Pfitzing out of four. Pfitzing got another fantastic gate but when he tried to come down to the pole in turn two, he tangled with Lucero. Both went down and out came the red. Pfitzing suffered a nasty blow to his knee cap but he still managed to make the rerun.

On the rerun, Faria had the lead, but Lucero hit him in turn four on the first lap and "Flyin'" Mike ended up sitting against the crashwall and his hopes of becoming National Champion were over.

When Faria and Lucero tangled, Oxley slipped underneath and snatched away the lead and win. That was one of the key moves that brought him the title.

Gary Hicks defeated Hamill in event seven but event eight confirmed that there would be a new champion. After a red flag due to Christian and Ronnie Correy taking a soil sample, Schwartz was leading the event when he had a drive chain let go as he came off turn two on the third revolution. Correy ended up the winner while Schwartz

received a ride back to the pits from Ferrell.

The fans were warming up to Ott and he ran away with his third consecutive win of the evening in event nine. Correy added three more points to his total when he edged Faria in event 10. Even though Faria didn't have a chance, the fans gave him another big cheer before the start of the event.

Ferrell took his only win of the night in event 11 when he edged Lucero. Things warmed up in event 12. Schwartz, from gate two, beat Oxley to the first corner and he set the pace for three laps. Schwartz was riding the edge of the cushion while Oxley continually tried the inside. Finally, as they closed lap three, Oxley picked up the drive, edged by the National Champion and led the last lap to the win. Three rounds were done and Oxley and Ott were tied for first place spot with nine points. The fireworks would then begin.

Ott came out of gate four once on the night. That was in event 13 and he had a narrow edge as the pack hit the first turn, but Lucero slammed into him and they both cartwheeled through the air. Lucero ended up in the middle of the track while Ott ended up under his Godden at the crashwall. The red came out with Ott down for quite some time. Ott had bike problems and was sore and almost missed the rerun when a reserve was called onto the track. He pulled into his starting slot just before the end of his two minutes.

The gate crashed skyward and Tuff McBride drove into the lead. Lucero was out second while Ott missed the gate. The crowd went wild as Ott fought his way to second and began to challenge Lucero for the point position. When the outside didn't work Ott shifted down low, but Lucero shut the door on him in turn three on the third lap. That was all she wrote as Ott dropped a point.

Ott quickly returned to the pits while Lucero jammed a defiant hand into the air on his slowdown lap. That drew the ire of Ott's fans and the action was beginning to heat up.

Faria finally won a race when he defeated Ferrell and Castro in heat 14. Oxley took the overall lead when he scored a runaway win in event 15 over Christian and King. The fourth round ended when Schwartz got a flier and led all the way over Pfitzing.

The stage was set for the most important race of the season at Costa Mesa. It was event 17 and it had Ott off the pole with Oxley on the outside. If Oxley won he was National Champion. If Ott won and Oxley finished second, there would be a runoff for first. For Ott to win it out right, Oxley would have to finish two places behind him.

The green light flashed on and the tapes went up. Ott, who had to borrow a Weslake after his Godden was damaged in the tangle with Lucero, won the race to the first corner. Oxley hooked back inside off turn two and moved into second. Oxley stayed close but he could never get alongside and attempt to get past. Ott won by three lengths but the action moved off the track into the pits. Ott stopped as they exited the track and Oxley hit his rear tire. Ott dropped the clutch and roosted all over Oxley. That prompted Oxley to ride after him in the pits and the battle was on. The two speedway veterans went after each other in an ugly scene. A number of other riders and mechanics intervened but it took a good five minutes to get everybody settled down.

Back on the track, Christian and

Correy took event 18 and 19 while Lucero closed the regular program winning event 20 over Schwartz. That gave Lucero third spot overall.

The fans got ready for the runoff and the two riders, who were now bitter rivals, walked to the starting line. Ott was the crowd favorite and he drew cheers when he won the coin toss for starting positions. He chose gate two. That forced Oxley to start in gate four.

The entire grandstand stood for the start and they roared as the gate went up. Ott raced into the lead with Oxley close behind, but as fast as Ott had been going, it would be hard for Oxley to catch him. Ott led down the back chute and into turn three. Then, amazingly, he fell all by himself in turn four. Oxley laid it down and out came the red. There is no half the field rule in a two-rider race and referee Moon ruled accordingly. Ott was excluded and Oxley was the new champion. Ott's fans howled their disapproval while Oxley's fans stood and cheered the new champion.

At the same time that Oxley was celebrating, Ott took off his helmet and started the long walk back to the pits. The man they call "Showtime" was anything but happy and when he was asked for a response he smiled and said, "I have nothing to say. No comment. Maybe later."

The always happy Lucero made his first trip to the National rostrum. "I blew my inside gates and I won on the outside. That is kind of rare but I will just have to take them as I get them. Next year I will just have to improve by two spots."

When asked about his tangle with Ott, Lucero said, "I had a little tangle with Bobby Ott and I bent it up a little bit (his bike). After that I kept it bent because it was going real good. I didn't care if it was bent or not because I was just letting the clutch go and trying to win every race I was in."

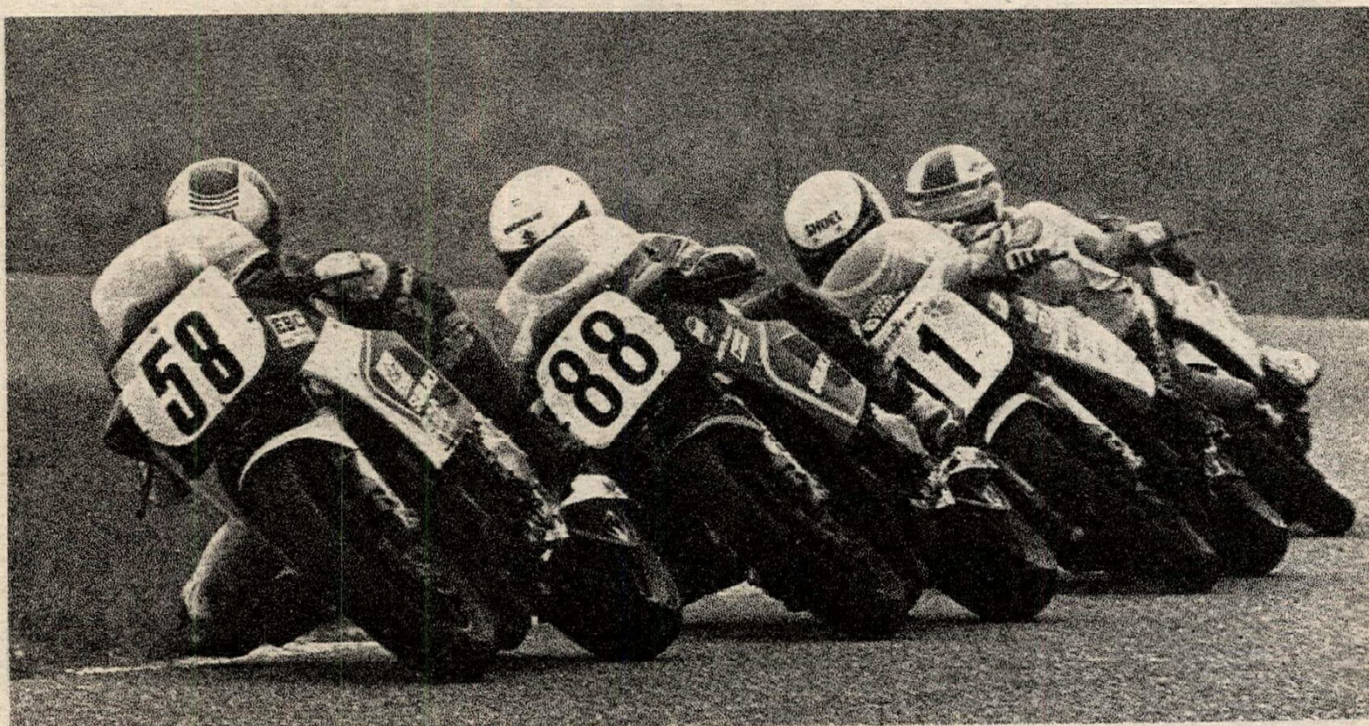
Back in the pits Schwartz was in a gracious mood even though he had to give up the National Championship. "It is one of those things. Both myself and Mike (Faria) had a lot of bad luck tonight. We did the best we could. I am happy that I raced in America and did what I did this year. I would have liked to have won it tonight and made it back to back, but there is next year. I really enjoyed myself this year and tonight. I will be around for a lot of years."

Oxley was besieged by well wishers for over an hour. He finally had time to do an interview. "I really can't believe it. Me, National Champion?," he asked. "The Coors/KLOS FM/STP/Quaker State/Cirello/Brant/Frame Shop Weslake ran great." Oxley then went on about the runoff with Ott. "He was riding really hard and he just broke concentration and let it get away from him. He threw it away all by himself. He wasn't at the victory celebration (Trophy presentation to the top three) and I think he was throwing a "Wah" but he had a reason to be upset. He had the championship in his grasp on the first lap. When he went down I thought I should have been awarded the win but I didn't know if Irwin Moon was going to call it that way. It is tough to make a decision like that so quick. That decision doesn't come up every day when there is a runoff and one rider goes down."

Results

1. Brad Oxley (Wes) 14; 2. Bobby Ott (Gdn/Wes) 14; 3. Steve Lucero (Wes) 13; 4. Ronnie Correy (Wes) 10; 5. (TIE) Alan Christian (Wes)/Mike Faria (Jaw) 9; 7. Dubb Ferrell (Wes) 8; 8. (TIE) Bobby Schwartz (Wes)/Bart Bast (Wes) 7; 10. (TIE) Gary Hicks (Wes)/Rob Pfetzing (Wes) 6; 12. Billy Hamill (Wes) 5; 13. Lance King (Wes) 4; 14. (TIE) Ed Castro (Wes)/Tuff McBride (Jaw) 3; 16. Phil Collins (Wes) 2.

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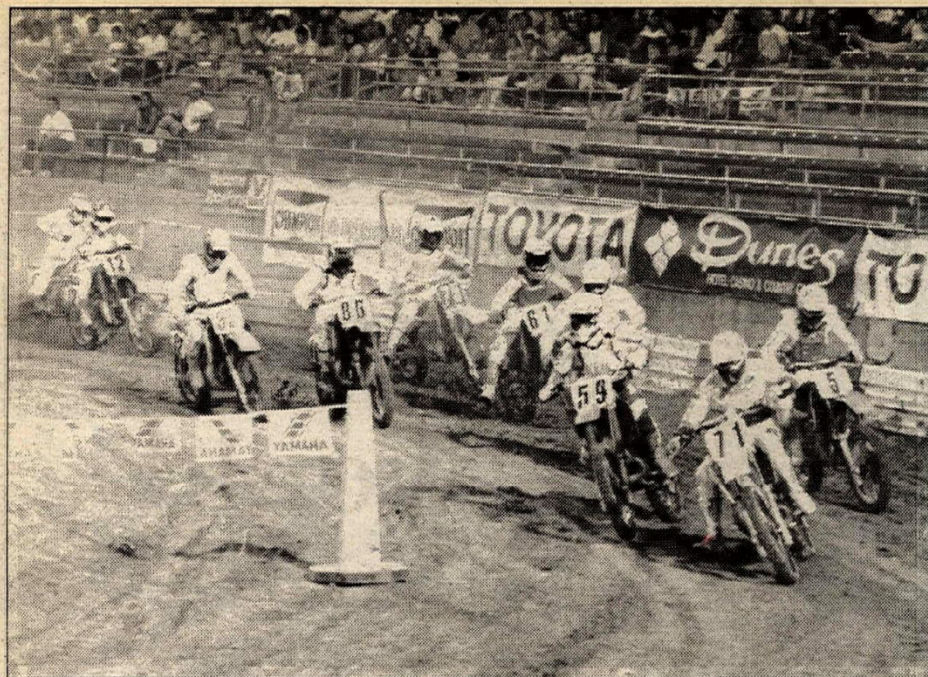
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GSXR finals begin 1:30 p.m. Sunday, Oct. 11.



Robert Naughton (59) steals the inside line from Russ Wageman (71) at the start of the main event. Naughton went on to finish second.



Naughton (59) leads Wageman (71), Tyson Vohland and Ultracross series winner Jeff Matiashevich (32) in the main event.



Jeff Matiashevich (32) clinched the series' title at Las Vegas, but Vohland (12) scored the main event win.

Mickey Thompson Off-Road Championship Grand Prix Series: Round 8

Vohland fabulous at Las Vegas Ultracross

By Jimmie O'Dell
Photos by Beverly Gossman and Trick Photo

LAS VEGAS, NV, SEPT. 26

Tyson Vohland launched his Kawasaki into the lead on the final lap to score his second Mickey Thompson Off-Road Championship Grand Prix Ultracross main event victory before a crowd of 24,167 at the fabulous Las Vegas Silverbowl. Vohland moved through the pack from the fifth

row to battle with Robert Naughton who started from the front row.

Naughton led the main event until Vohland out-jumped the Honda rider over the double jumps on the final lap and continued on for the win.

Tonight's event was the MTGP season grand finale, which brought to conclusion the Series Points Championship. Jeff Matiashevich from La Habra Heights, California clinched the Ultracross Championship title with a sixth place finish in the main event.

Qualifying

A qualifying session was held earlier in the day, with the riders taking two timed qualifying laps and keeping the better of the two lap times. The heat race starting lineup was determined with the fastest riders placed at the rear of the grid.

Tommy Watts bested the 14 rider field with a time of 37.767, followed by Mike Kiedrowski at 38.138 and



Tommy Watts won the heat race, but was third in the main.

Matiashevich at 38.342. Tyson Vohland qualified fourth with a 39.249 and the younger Vohland, Tallon rounding out the top five, who were all Kawasaki riders, with a 39.537 clocking.

Heats

Watts, the fastest qualifier, and Kiedrowski, second fastest, were placed at the rear of the field in the inverted starting lineup, with orange ribbons attached to their helmets. The ribbons aided the spectators in spotting them as they carved their way through the pack. When the rubberbands on the seven rows snapped simultaneously, Naughton jumped into the lead followed by Tallon Vohland, Ken Arnold, Frankie Brundage, Scott Underwood, and Watts.

Tallon Vohland inherited the lead from Naughton on the second lap while hard-charging Watts had already moved into the runner-up position.

A very aggressive Watts tried unsuccessfully to pass the younger Vohland on the third lap. More experience prevailed as Watts slipped past Vohland before the double jump to take over the lead.

The Kentucky native Watts continued to increase his lead over the field, while Tallon Vohland remained in second. Kiedrowski moved through the pack to take over fourth, and apply pressure on third place Brundage. The elder Vohland, Tyson moved into fifth. They finished with Watts taking the win. Tallon Vohland second. Kiedrowski moving past Brundage for third, and Tyson Vohland fifth.



Robert Naughton led all but the last lap of the main.

Main event

The starting lineup was inverted according to the heat race results, placing the top finishers at the rear of the field. Honda rider Naughton jumped into the lead followed by Yamaha rider Russ Wageman. Tyson Vohland, who started from the fifth row, then Matiasovich, and Ray Sommo.

On the second lap Matiasovich muscled past Tyson Vohland for third, while Watts started his move through the pack, working up to sixth.

Naughton continued to hold on to the lead while the battle behind him tightened up, with Matiasovich and Vohland moving past Wageman to take second and third. By lap six, Naughton had begun to feel the heat from the Vohland/Matiasovich battle. It all turned sour on lap seven for Matiasovich, as he fell in turn two and dropped back to sixth behind Honda-mounted Sommo.

Tyson Vohland had reeled in Naughton by lap eight and continued to make serious challenges for the lead. Watts continued his aerobic maneuvers over the double jump and sailed past Wageman to take over third.

The ninth and final lap brought the excited crowd to its feet as they watched Arai Helmets/Scott USA/Hi-Point-sponsored Vohland soar his Kawasaki past Naughton over the doubles and continue on for the win, with Naughton second in front of Watts, Wageman, Sommo, and the MTGP Ultracross Series Champion Matiasovich.

Vohland's ride netted him a total of \$1162 in earnings, and chalked up his second MTGP win for the year while securing fourth in the MTGP Ultracross Series points.

The winner Vohland said of the MTGP Ultracross, "It's a good, hard, fast race. It's a little different style of racing. It's nine laps as hard as you can go, I think it's a good show for the fans."

Asked about getting through traffic quickly, Vohland replied, "The double (jump) was very good for me, because a lot of the riders were having trouble getting the drive from the first jump and I was able to jump past them and still clear the double and that's where I was making most of my time and passes."

Results

250: 1. Tyson Vohland (Kaw); 2. Robert Naughton (Hon); 3. Tommy Watts (Kaw); 4. Russ Wageman (Yam); 5. Ray Sommo (Hon); 6. Jeff Matiasovich (Kaw); 7. Mike Kiedrowski (Kaw); 8. Terry Fowler (Hon); 9. Frankie Brundage (Kaw); 10. Tallon Vohland (Kaw).

OVERALL: 1. Jeff Matiasovich (Kaw); 2. Mike Kiedrowski (Kaw); 3. Jon Nelson (Hon); 4. Tyson Vohland (Kaw); 5. Tommy Watts (Kaw); 6. Lowell Thomson (Kaw); 7. Russ Wageman (Yam); 8. Doug Dubach (Yam); 9. Brian Manley (Yam); 10. Gary Semics (Hon); 11. Rex Staten (Yam); 12. Scott Tyler (Yam); 13. Frankie Brundage (Kaw); 14. Drey Dircks (Suz); 15. Chris Young (Yam); 16. Jon Ortner (Hon); 17. Tallon Vohland (Kaw); 18. Shaun Wooten (Hon); 19. Garyson Hart (Kaw); 20. Larry Ward (Yam).

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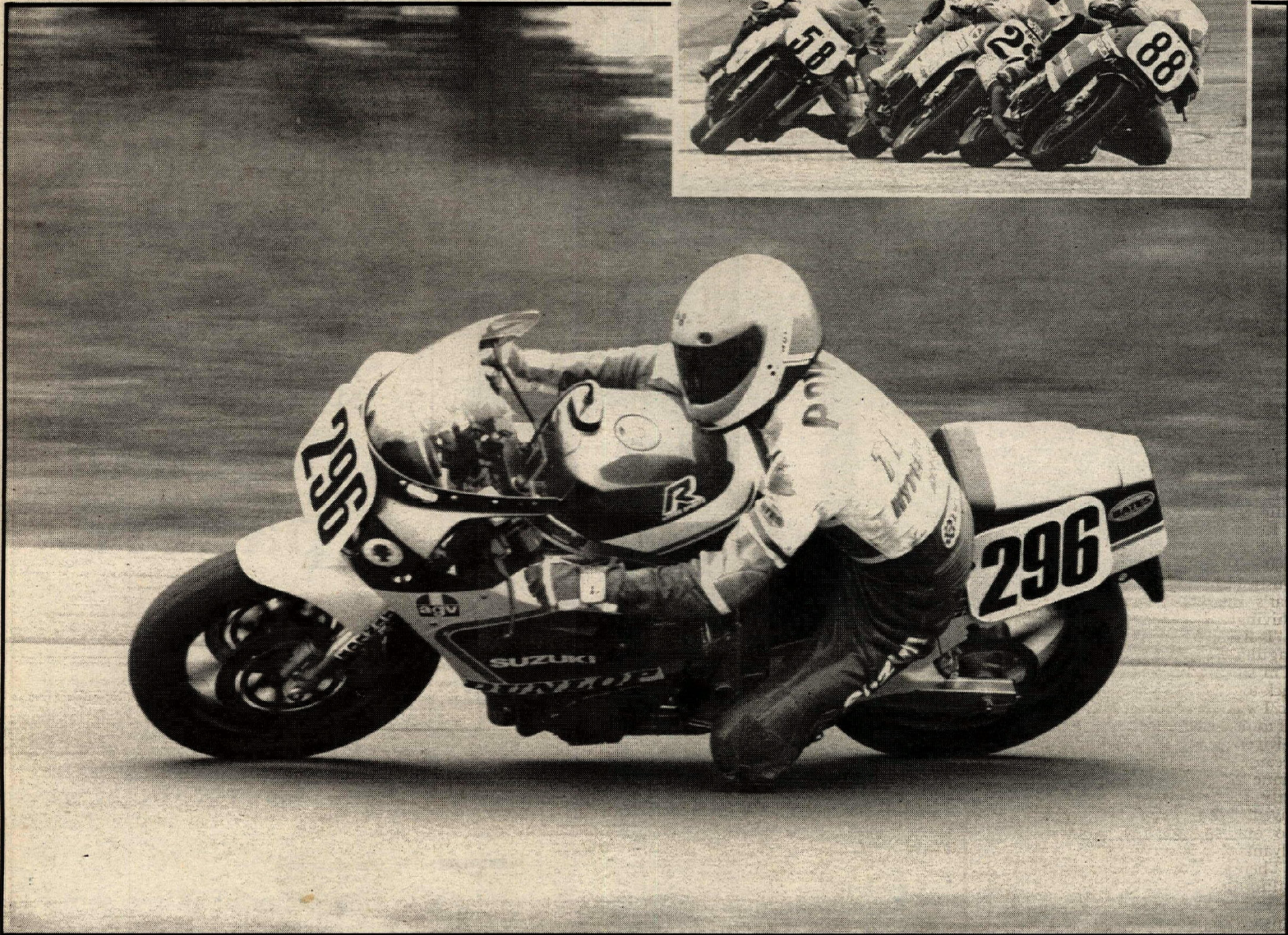
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Preview: Suzuki GSXR750/1100 National Cup Series Road Race Finals



Defending 750cc Champion and runner-up in last year's 1100cc final, Doug Polen, will be featured in the Suzuki GSXR Finals at Riverside. (Inset) Mike Harth (88) leads Scott Russell (22) and Jamie James (58) in the kind of action that can be expected from the finals.

Club racers set to invade Riverside

The fastest club road racers in the country will venture west to compete for \$60,000 in the Suzuki GSXR750 and 1100 National Cup Series finale at Riverside (California)

International Raceway on October 10-11. Leading the way will be last year's big winner from the Road Atlanta final, defending champion in the 750 and runner-up in the 1100cc classes, respectively, Texan Doug Polen.

This year's finale will include a showdown in the Yamaha Western 600 Series, where 20 riders from northern and southern California have qualified to run for the \$15,000 in Yamaha contingency on FZ600s. Unlike last year, there will be no Honda contingency races in this year's event.

When the sun set on the 1986 final held at the scenic Road Atlanta road

course, Polen came away the big winner with his victory in the 750cc class and his second place in the 1100cc ranks. Polen added a win in the Honda 500cc Interceptor series to further pad his pocketbook.

This year Polen may have a tougher time emerging from the pack. Although he is the top-ranked rider in the field from AMA/Camel Pro Series road race Nationals in 1987, Polen crashed heavily at the final round at Sears Point and broke both his ankles. He has been recovering at home and says he's ready for Riverside, barely.

"The ankles are good enough to ride," the Texan said. "I'm not 100 percent, but it'll be okay. I'm going



Scott Gray will lead the contingent of riders from the northern California chapter of the AFM; Gray will ride in both the 750 and 1100cc finals.

this weekend (October 3-4) to Texas World to ride and get into the flow of things."

Polen has never ridden at Riverside, but he's shown the ability to learn tracks in a hurry. He feels the southern California facility will be an adequate location for the finals.

"From what I've seen on T.V. and from what I've heard, it's not a bad track," he said. "It looks a little rough, but everyone has to ride on the same track."

As far as who to watch for, Polen lists the riders from AFM North and South as the riders to beat. "I would imagine the Willow Springs and Sears people to go well. Steward (Chris), Richard Moore and Gray (Scott) and Pero (Iain) should be tough there. I also think Mike Harth should do well. Scott (Russell), if he doesn't have any problems, should do okay; he and Jamie James are about equal. So all together there are about six to seven people to beat."

The only man to beat Polen last year in the finals was Dan Chivington. The 29-year-old from Marion, Ohio, pulled the upset of the meeting at Road Atlanta when he snuck by Polen and Ron Ewerth to capture the 1100cc class win. Chivington also finished fifth in the 750cc class. This year's final will be held without Chivington.

"I haven't felt that good since Laguna Seca," Chivington said. "I'm staying home to get my body back together. I've been trail riding, etc. I wish I was going, but I'm better off to just stay home."

Riverside was chosen for the finals because it provides an almost neutral venue for the racers. It is about the only facility where club racers haven't been racing every weekend. No one should have a clear-cut advantage at Riverside.

There are, however, some southern California racers that have raced at Riverside. The AFM's Moore, who finished second in 750cc points and first in 1100cc points in AFM competition and is one of those who will also ride in the Yamaha race, has Riverside experience.

"I've raced out there two times this year," Moore said. "I don't see anybody having an advantage there. Everybody will get plenty of practice time and good riders learn tracks fast. It's kind of neutral territory and I can't really say who will do well. Doug Polen is always in contention, but I can see some upsets at this race."

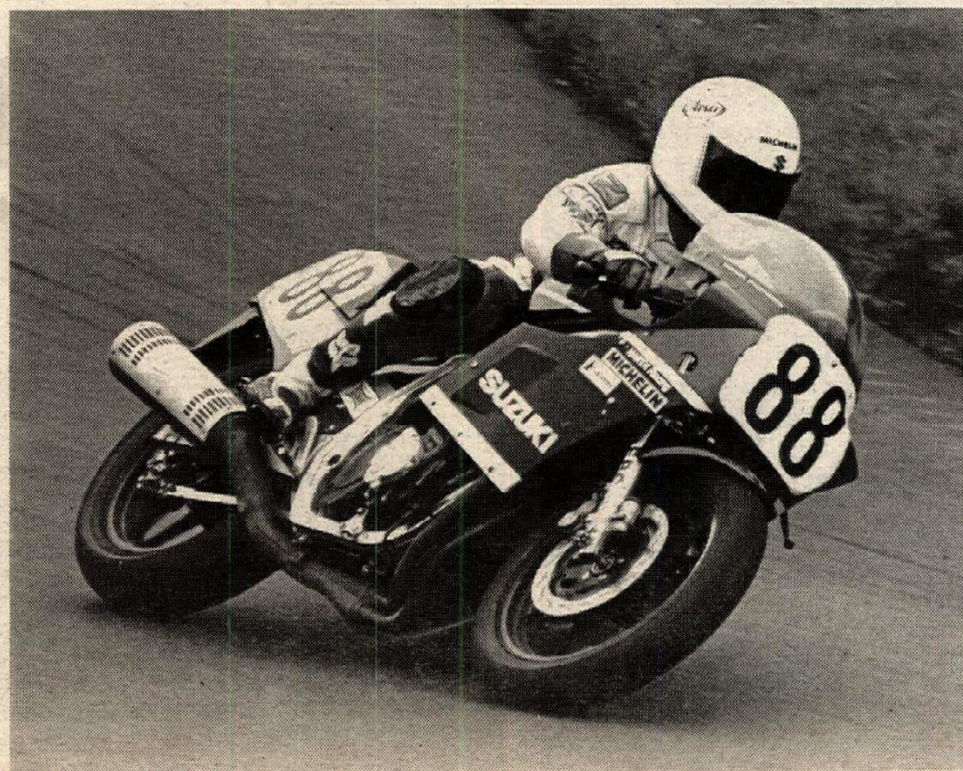
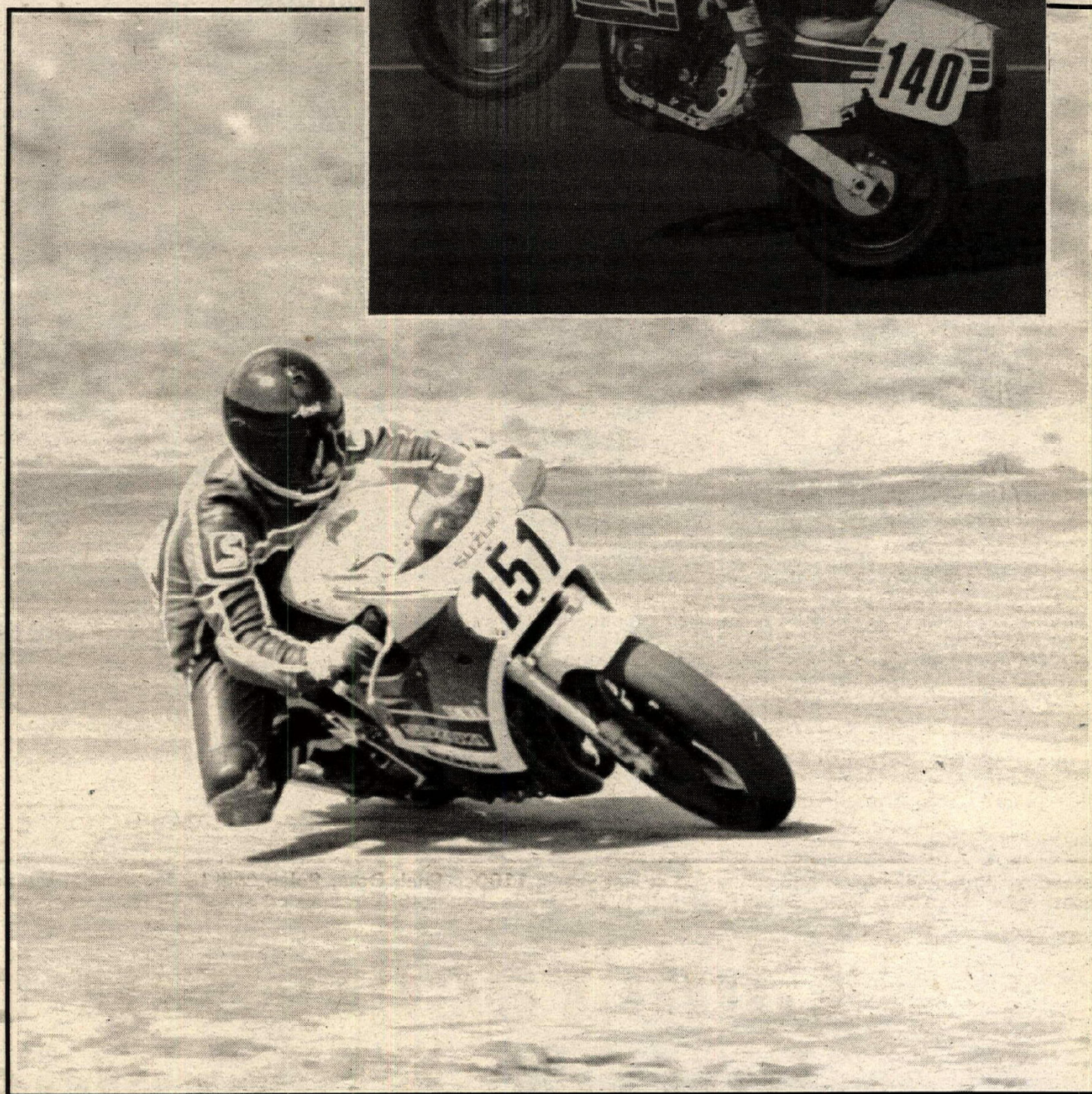
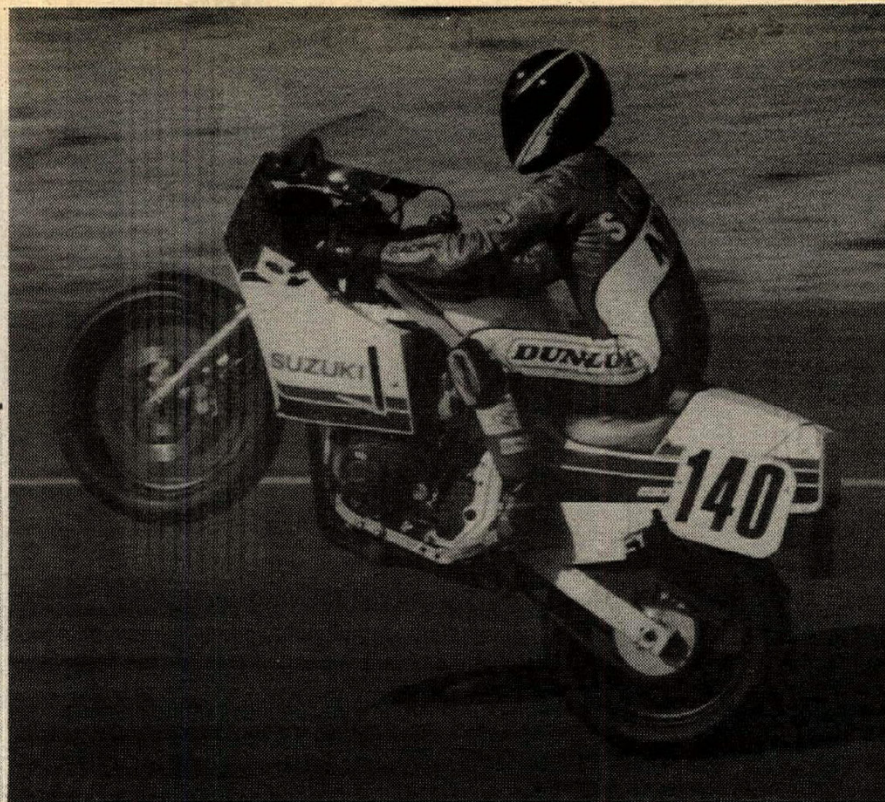
The ever-growing list of competitive DOT-approved tires and the fact that aftermarket exhaust pipes will be approved for use for the first time in this year's finals adds to the intrigue.

"Tires will definitely come into play this year with all the new ones out there," Moore said. "And being able to use the aftermarket exhausts will also make tuning come more into play."

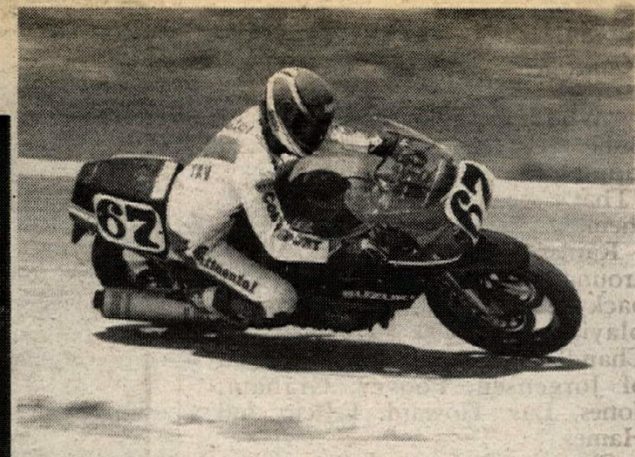
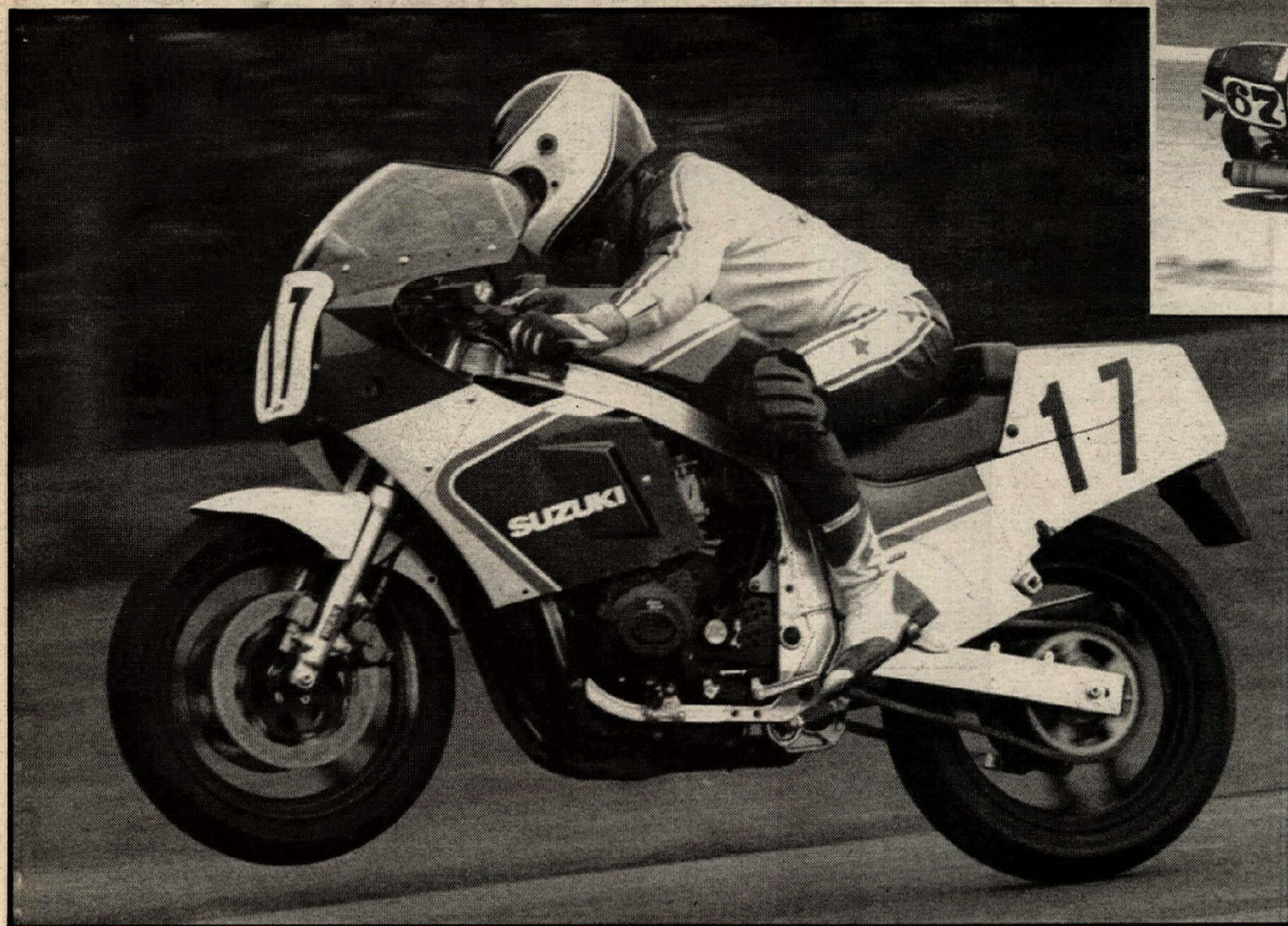
Gray, who has ridden at Riverside once in 1981 and who leads the contingent of riders from the northern California chapter of the AFM, doesn't think Riverside is the ideal location for the finals.

"It's a horsepower track," Gray said. "It will definitely hurt me because of my weight. Polen and those guys are much smaller and it should help at Riverside. It'll be tough, but we'll work hard to do it. Hopefully, I can get my suspension set up right because that's the only place I can get him (Polen). I think Laguna (Seca) would have been a hot spot for the finals because it's mostly

(Right) Chris Steward and James Domay (below) are two more from California's AFM that would have to be considered favorites.



Mike Harth will represent the Mid-Atlantic region of WERA in both the 750 and 1100cc finals.



Greg Tysor (above) comes to Riverside via the WERA Mid-Atlantic region while John Eidenberger (left) is from the North Central region of WERA.

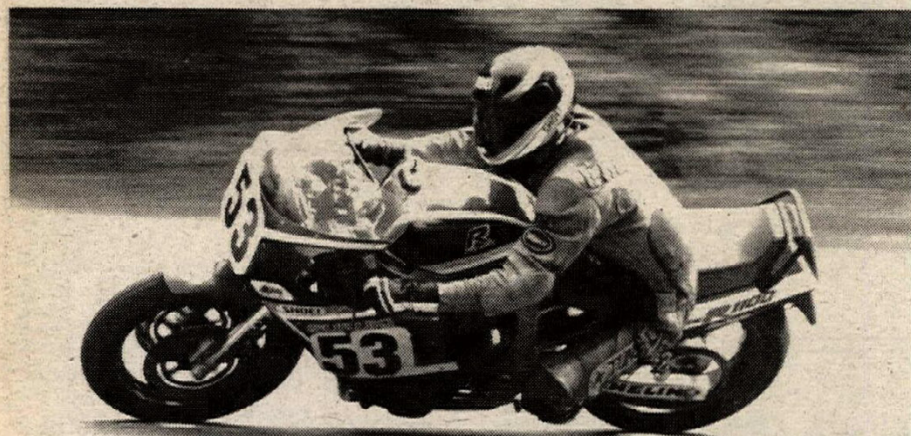
rider ability. Riverside is not a good test of riding ability."

In addition to Polen, two others that would have to be considered pre-race favorites from outside of California, Russell and Harth, are also coming off injuries. Russell has a broken collarbone, and Harth is nursing a healing broken leg.

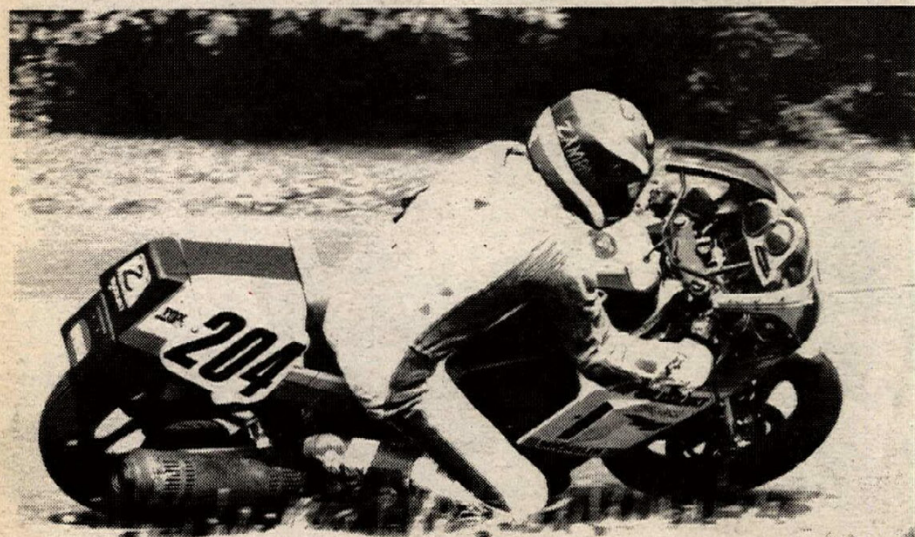
"It's coming along," Russell said

of the collarbone. "It's a little painful because I broke it in half. I'm going to just wrap it up tighter and try it. It's cut my chances because I thought I'd be right up there in the top five, but I'll still be looking for that. I've got to think positive."

With Polen, Harth and Russell injured, it could come down to a battle of the wounded.



(Above) Dan Chivington won the 1100cc class at Road Atlanta during last year's finals, but will sit out the 1987 event at Riverside. (Below) Scott Zampach will compete for the WERA North Central region.



THE RIDERS

Class: GSXR750

CRRC: Purple plates

1. Doug Polen
2. Wesley Winchester
3. Jamie James
4. Craig Gleason
5. Doug Carmichael

OMRRA: Brown plates

6. Joe Pittman
7. Craig Trinder
8. Shawn Roberti
9. Doug Renfrow
10. Geoff Lambert

MRA: Black plates

12. Ricky Orlando
14. Dan Turner
15. Geoff Cesmat
16. Dan Elders
17. Skeeter Jacobson

AFM South: Red plates

18. James Domay
19. Richard Moore
20. Peter Carroll
21. Chris Steward
22. Mike Minnig

AFM North: Red plates

23. Iain Pero
24. Scott Gray
25. Scott Cavness
26. Bop VanGrin
27. Jim Jepsen

WERA Mid-Atlantic: Royal Blue plates

34. Greg Tysor
35. Mike Harth
36. Barney Bernstein
37. Kurt Hall
38. Scott Russell

AMA/CCS LRRA: Green plates

39. David Sadowski
40. Jeff Heino
41. Mark Bougas
42. Chris Martone
43. Paul Miles

WERA North Central: Royal Blue plates

44. Scott Zampach
45. John Eidenberger
46. David Bernard
47. Dan Chivington
48. Dave Schmidt

Class: GSXR1100

CRRC: Purple plates

1. Doug Polen
2. Matt Maschmann
3. Robert Taylor

OMRRA: Brown plates

6. Joe Pittman
7. Craig Trinder
8. Joe Davis

MRA: Black plates

12. Ricky Orlando
14. Guy Glasen
15. Aaron Turner

AFM South: Red plates

19. Richard Moore
20. Chris Steward
21. Mike Minnig

AFM North: Red plates

23. Iain Pero
24. Rick Wikkonen
25. Scott Gray

WERA Mid-Atlantic: Royal Blue plates

35. Mike Harth
36. Jamie James
37. Scott Russell

AMA/CCS LCCR: Green plates

39. David Sadowski
40. Mark Bougas
41. Mark Velardi

WERA North Central: Royal Blue plates

44. Scott Zampach
45. John Eidenberger
46. Dan Chivington

Sacramento Mile

(Continued from page 7)

"When Parker caught up to Bubba, they started screwing around, tapping each other," said Rainey. "That's when we started catching them."

Rainey held second on the next go-around, but by lap 22 Shobert was back in the runner-up slot and playing tag with Parker again. Chandler maintained fourth, ahead of Jorgensen, Poovey, Graham, Jones, Day, Howard, Felicio and Hames.

Chandler closed on Rainey on lap 22, then passed Rainey through turns three and four to take over third. The leading four riders formed a tightly-knit group, followed by Jorgensen, Poovey, Graham, Jones, Day, Howard, Hames, Felicio, Pearson, Eklund and Filice.

Parker led coming out of turn four on the final lap. Shobert set him up and drafted past him on the front straight, but officials later ruled he didn't make it by Parker until after the duo had crossed the finish line.

Chandler, who had a chance at the win before letting Parker and Shobert get away from him in turn three on the final lap, just edged Rainey at the finish.

"On the white flag lap I pulled up on Bubba, had the draft, and he pulled me through turns one and two," said Chandler. "On the back straight, I didn't know if I wanted to pass him or not. Then I screwed up going into three and let them get away from me."

Jorgensen took fifth and was followed across the line by Poovey, Jones, Graham, Day, Howard, Hames, Felicio, Pearson, Eklund, Filice and Scott. Carr was credited with 17th place.

When officials couldn't immediately decide who had won the race, Shobert and Parker clutched the checkered flag together and took a victory lap riding side by side, each with one hand on the flag.

Parker's winning time of 15:34.77 wasn't a record, probably because he and Shobert kept the pace down to save their rear tires.

"I was just going to play it cool," Shobert said. "I just started cruising. I've had tire trouble here before and I didn't want to blow it."

"I ran behind Bubba about 10 laps then thought I ought to run a little harder," said Parker. "But we sort of paced ourselves. We didn't get crazy. Tires were a big factor."

"Tires were a big deal," echoed Chandler. "For the whole race, we all were being conservative. We knew we couldn't go for it all."

Results

25-LAP NATIONAL: 1. Scott Parker (H-D); 2. Bubba Shobert (Hon); 3. Doug Chandler (Hon); 4. Wayne Rainey (Hon); 5. Alex Jorgensen (Hon); 6. Terry Poovey (Hon); 7. Ronnie Jones (Hon); 8. Ricky Graham (Hon); 9. Keith Day (Hon); 10. Don Howard (H-D); 11. Pete Hames (H-D); 12. Chad Felicio (H-D); 13. Scott Pearson (Hon); 14. Steve Eklund (H-D); 15. Jim Filice (H-D); 16. Hank Scott (Hon); 17. Chris Carr (H-D).

CAMEL CHALLENGE: 1. Bubba Shobert (Hon); 2. Scott Parker (H-D); 3. Jim Filice (H-D); 4. Chris Carr (H-D); 5. Doug Chandler (Hon); 6. Keith Day (Hon).

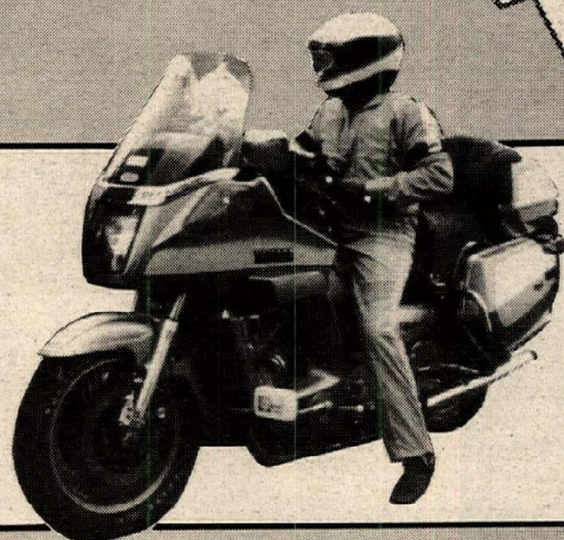
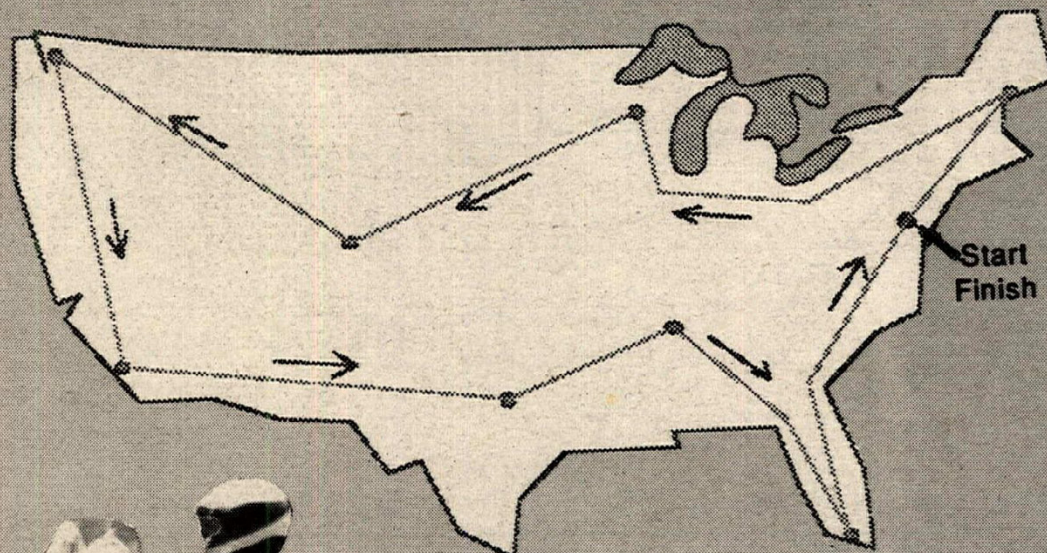
FINAL AMA GRAND NATIONAL CHAMPIONSHIP DIRT TRACK SERIES POINT STANDINGS: 1. Bubba Shobert (228); 2. Scott Parker (211); 3. Doug Chandler (177); 4. Chris Carr (176); 5. Ricky Graham (169); 6. Ronnie Jones (140); 7. Terry Poovey (116); 8. Scott Pearson (107); 9. Alex Jorgensen (79); 10. Steve Morehead (73); 11. Ted Boody (72); 12. Don Estep (64); 13. Steve Eklund (56); 14. Pete Hames (46); 15. Rodney Farris (41); 16. Rich King (36); 17. Keith Day (33); 18. (TIE) Sammy Sweet/Hank Scott (31); 20. Jay Springsteen (21).

FINAL CAMEL PRO SERIES POINT STANDINGS: 1. Bubba Shobert (203); 2. Wayne Rainey (144); 3. Doug Chandler (133); 4. Kevin Schwantz (132); 5. Scott Parker (106); 6. (TIE) Ricky Graham/Chris Carr (82); 8. Doug Polen (67); 9. Dan Chivington (61); 10. Terry Poovey (54); 11. Jim Filice (51); 12. Ronnie Jones (49); 13. Ted Boody (42); 14. Gary Goodfellow (37); 15. Rueben McMurter (34); 16. Jeff Farmer (32); 17. Alex Jorgensen (30); 18. John Ashmead (28); 19. Keith Day (27); 20. Scott Pearson (26).

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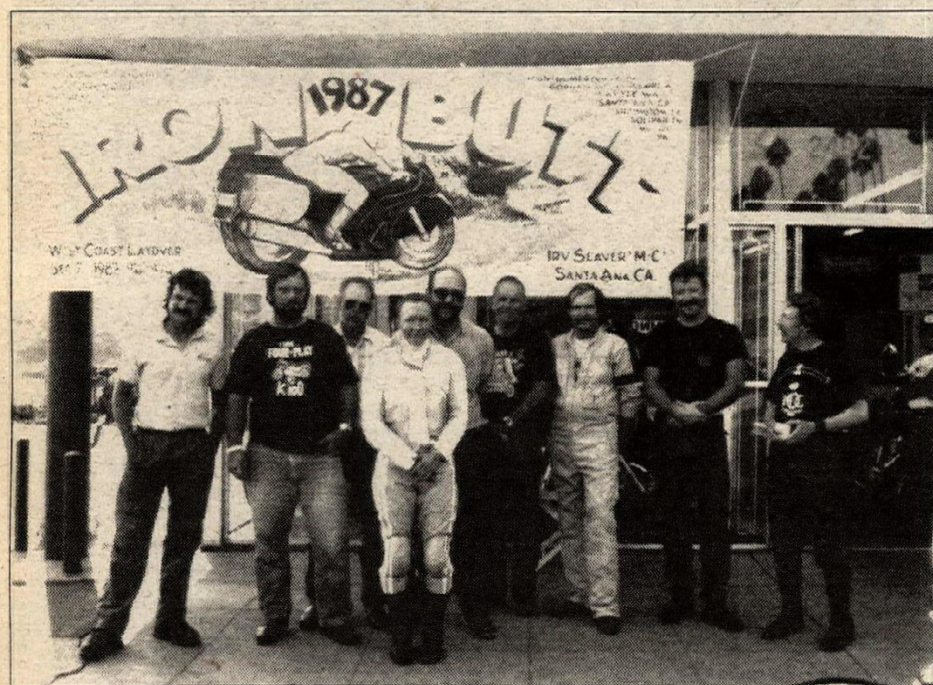
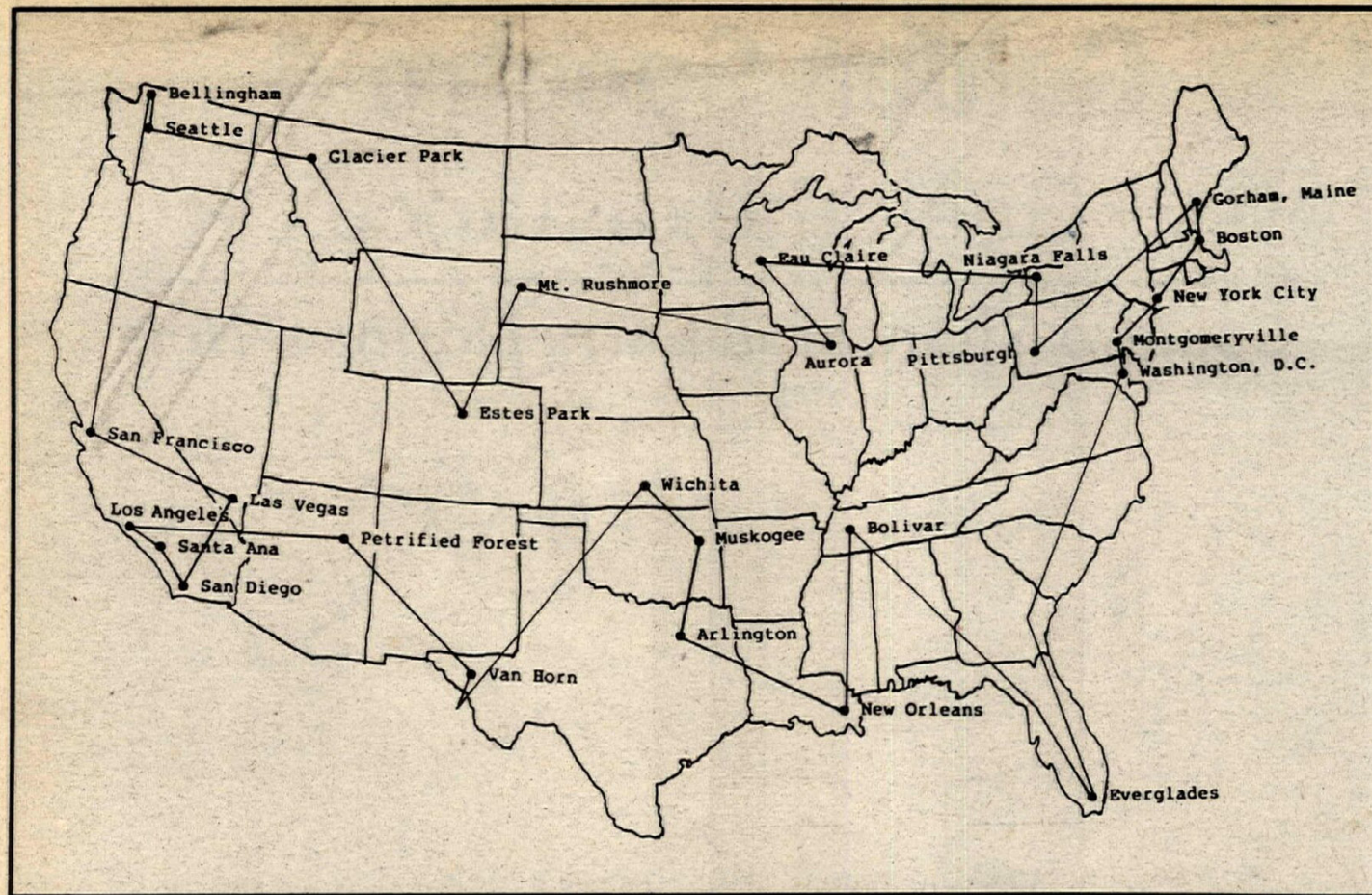


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RF Task Five



Iron Butt survivors at the halfway point in Santa Ana, California. A mandatory seven-hour layover gave the competitors a brief rest.

1988 Iron Butt Rally

Norman logs 12,773 miles in 11 days!

By Michael Schuster
Photos by Lori Vickery

MONTGOMERYVILLE, PA, SEPT. 1-12

The 4th Annual Iron Butt Rally, known as "The World's Toughest Motorcycle Competition," took off from Montgomeryville Cycle Center in north suburban Philadelphia on September 1. In past years, a winning rider had to average 1000 miles a day for 11 days. This year's rally boosted that average to an unbelievable 1150 miles per day! Serious competitors had to ride 40 hours a stretch without eating or sleeping. One participant summed it up this way, "If you're not riding, you're either getting gas or sleeping; there simply isn't time for anything else!"

George Egloff, two-time Iron Butt winner, laid out this year's course on a 1987 Electra Glide donated by Harley-Davidson. George also promoted this year's rally charity, the Retinitis Pigmentosa Foundation, an organization devoted to leading the way in search of a cure for RP and other inherited retinal degenerative diseases.

Returning from the '86 Iron Butt to brave this year's competition were Ross Copas ('86 winner) from Onta-

rio, Barry Norman (second) from Ohio, Fran Crane (third) from California, Michael Kneebone (fourth) from Illinois, Paul Persinger (fifth) from Washington, Gregg Smith (10th) from Rhode Island and Dave McQueeney (11th) from California. Al Greenwood from New Hampshire was the only '85 veteran to return. Rookie challengers included Harold Brooks from Virginia, Richard Frost from New Jersey, Robert Gerberich from Ohio, Frank Kujawa from Ontario, Paul Persinger Jr. from Seattle and Bill Pharness from Idaho.

Rally Master George Egloff smirked as riders lined up for the start. George's last minute advice: "Just remember, make four left turns and return here in 11 days!" Contestants left Montgomeryville Cycle Center at 10 a.m. in one minute intervals destined for checkpoint number 1 — Reynolds Sport Center in Gorham, Maine.

As each rider pulled out they were handed a sealed envelope containing a list of bonus destinations and points. To win, a rider would have to collect as many bonus items as possible while still clocking in on-time at the next checkpoint. Traveling 580 miles in nine hours, most riders successfully made the first leg's bonuses: The Pennsylvania Turnpike — 50 points, the Holland Tunnel between New Jersey and New York — 51 points, the Tappan Zee Bridge in New York — 50 points, Spectro Oil in Brookfield, Connecticut — 51 points, and the Tobin Bridge in downtown Boston — 101 points. Iron Butt reality set in as rookie Harold Brooks was overheard saying, "I didn't even get a mile down the road when I realized that this was an all-out race to Maine."

Spectro Oil had lunch ready and waiting, but no one had time to enjoy a relaxing meal. Some of the newer Spectro employees must have been overwhelmed seeing riders fly into the check, throw a sandwich together and ride off baloney, mustard and bread hanging from their mouths.

Forewarned of the event, Connecticut State Police also planned a warm welcome for competitors and were anxiously waiting to greet unsuspecting Iron Butters. While attempting his second win, Ross Copas, riding a BMW K100, was the first to arrive at the party.

As traffic zoomed by at 75 mph, Ross was cited for running a mind boggling 64 in a 55 mph zone. A small fish compared to Crane and Kneebone who were also snagged in the trap of the unrelenting Connecticut troopers. Determined to catch as many competitors as possible, Crane and Kneebone were awarded \$400 in tickets and detained for what seemed like hours. Parting with a smirk, the officer said, "I hope you both enjoy the rest of your stay here in Connecticut." Kneebone said, "It seemed kind of ironic, before we got stopped, we were just cruising along with traffic. Thanks to the Connecticut trooper we had to go into overdrive and fly like the wind."

Long distance isn't the only challenge in this competition. As Crane and Kneebone discovered the frustration of being trapped in Boston's rush-hour traffic, valuable minutes were quickly eaten away. Pondering their 7 p.m. deadline in Maine, Crane said in dismay, "I can't believe that after a year of preparation and anticipation I'm going to be disqualified only nine hours into a rally that's supposed to last days!" Fortunately, Crane was able to make up for lost time, pulling into the Maine checkpoint with a few minutes to spare.

If traffic or over-zealous police don't slow you down, mechanical problems will. Soon after the start, last year's second place finisher, Barry Norman, encountered clutch problems on his Yamaha Venture which resulted in a 17 point penalty at the Maine checkpoint. Barry said, "I was really pretty depressed, I thought that I could still wind up in fifth or sixth place, so I decided to try and find a way to keep my Venture going." A call to Rally Master Egloff found him a replacement clutch in Illinois.

Bad luck also caught up with Al Greenwood. Electrical problems on his Honda Gold Wing knocked him out of the race near his home in New Hampshire.

During a two-hour layover at Reynold's Sport Center in Gorham, Maine, competitors prepared themselves for a 43-hour nonstop ride to Road, Track and Trail in Eau Claire, Wisconsin. Leaving Reynold's, competitors had to ride 2000 miles, zig-zagging north and south to get bonuses at the New Port bridge in Rhode Island, Spirit Harley-Davidson near Pittsburgh, the Rainbow bridge in Niagara Falls, New York, and Motorcycle Touring Accessories in Aurora, Illinois.

Rhode Island resident Gregg Smith, in a tie for first place, lives 10 miles from the hard to find New Port bridge. Disregarding his distinct competitive advantage, he led a group of Iron Butters through the winding Rhode Island backroads towards their bonus destination. Gregg's expert leadership was proven over and over as rally competitors Copas, Kujawa and Norman came flying by the group several times. Finally, rookie Bill Pharness got on the C.B. and radioed to Ross, "Why don't you guys give up and follow us!" Crane said, "Those of us lucky enough to team up with Gregg made an easy 101 points."

As the competition moved westward, Crane and Kneebone got it again from the Indiana State Patrol. According to Fran, "We really must have confused the cop. Here he was writing us speeding tickets while Mike and I were laughing hysterically. After all, in less than 35 hours, we managed to spend over \$200 on gas and tolls, got absolutely no sleep, and were receiving our second set of speeding tickets. Things were looking pretty dismal at the time. Then

Mike topped it off with, 'I can't believe I just paid \$600 to abuse myself like this.' We laughed until it hurt."

In Aurora, Illinois, Norman picked up the waiting clutch plates. Dave Rosen from Motorcycle Touring Accessories had to make a 50-mile trip to get the parts. Had it not been for Rosen's extra effort to help out an Iron Butter, Norman would have been out of the rally.

Leaving Eau Claire, Wisconsin, riders were handed the next bonus sheet. Competitors had just completed two 1200 mile days back-to-back and were hoping for an easy run to Seattle. They received quite a shock when they opened the sealed envelopes. Egloff's secret plan was revealed: There wouldn't be any "breaks" this year!

The first bonus looked fairly easy, 101 points from a Perkins restaurant in Marshall, Minnesota. Obviously, Egloff wanted everyone to stop for coffee before they went for the 105 point bonus at Mount Rushmore in South Dakota. The third bonus simply stated, "This is a hard one (what an understatement!) — the Spectro Oil booth at Americade West in Estes Park, Colorado — 250 points." A quick glance at a map shows that Estes Park is an 800-mile detour off the direct route to Seattle. The last bonus, for a mere 50 points was a gas receipt from Glacier National Park in Montana. Iron Butters obviously had their work cut out for them. To make all the bonuses would require a 3000 mile ride in 50 hours!

Despite the fact that each contestant took a different route to Marshall, Minnesota, most riders reached the Perkins' bonus within a couple minutes of each other. Rally leaders, who up to this point had only three or four hours rest since leaving Philadelphia two days earlier, held an informal strategy meeting in the parking lot. Without seriously studying a map, six experienced Iron Butters decided that getting to Mount Rushmore at 1 a.m. and resting for a few hours was a waste of precious riding time. Instead, they decided to ride into Colorado then back track 300 miles to Mount Rushmore. Fatigue certainly overrode common sense when Frank Kujawa said, "Sleep, who needs sleep? With adrenalin flowing, itching to ride, Iron Butters just kissed away any chance of making it up to Glacier."

After picking up the 250 point bonus at Spectro in Estes Park, bad luck hit Yamaha rider Gregg Smith. After fighting a hail storm for over an hour, Smith's Venture came to a halt near Casper, Wyoming. Smith, who was in a tie for first place, watched his chance of a rally win go down the drain when his fuel pump quit working.

In Seattle, after 500 grueling miles, Crane, Copas, Kujawa, Persinger and Pharness were all tied for first place (everyone skipped Glacier Park).

On the next leg of the trip, riders had 37 hours to collect the following bonuses: two points for a gas receipt from Bellingham, Washington (80 miles north of Seattle!), 50 points for the Golden Gate Bridge in San Francisco, 151 points for a Certificate of Inspection from Yermo, California, 150 points for a Las Vegas casino chip and 51 points for a parking receipt from Lindberg Field in San Diego. Determined not to have a tie in this year's rally, Egloff threw in the two pointer knowing that only the most serious competitor would risk going for the win.

Paul Persinger, with his son in tow, stopped at home in Seattle for



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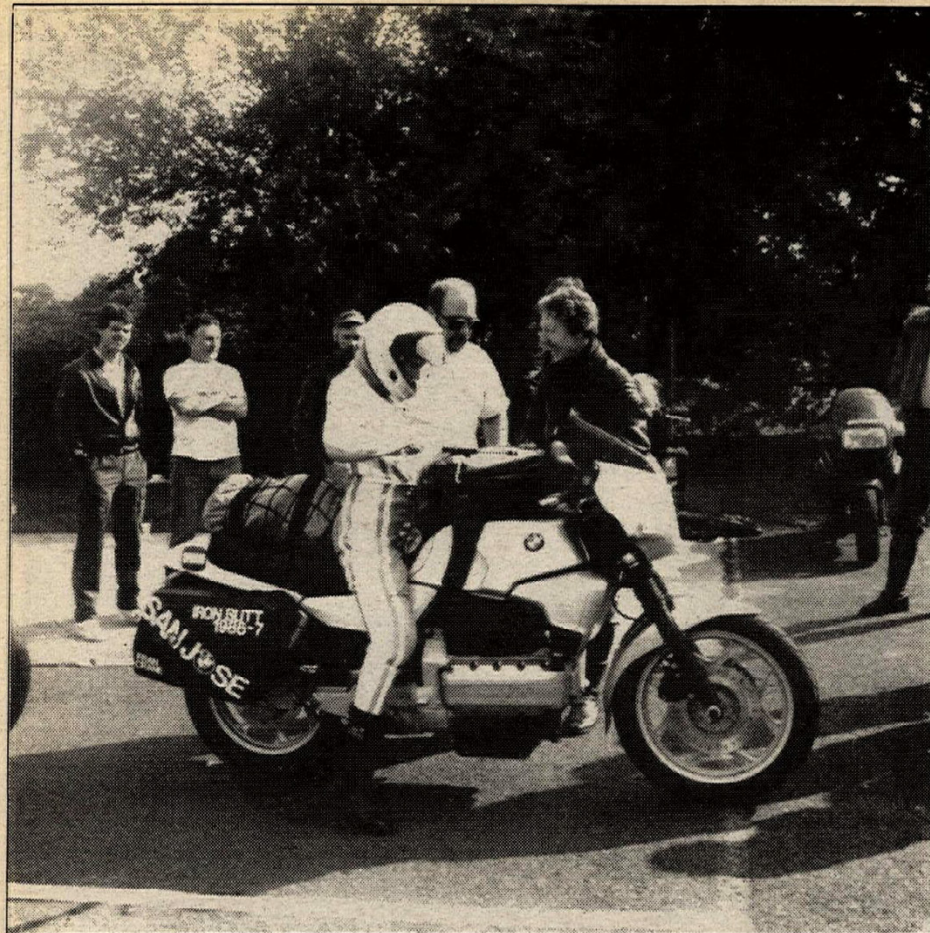
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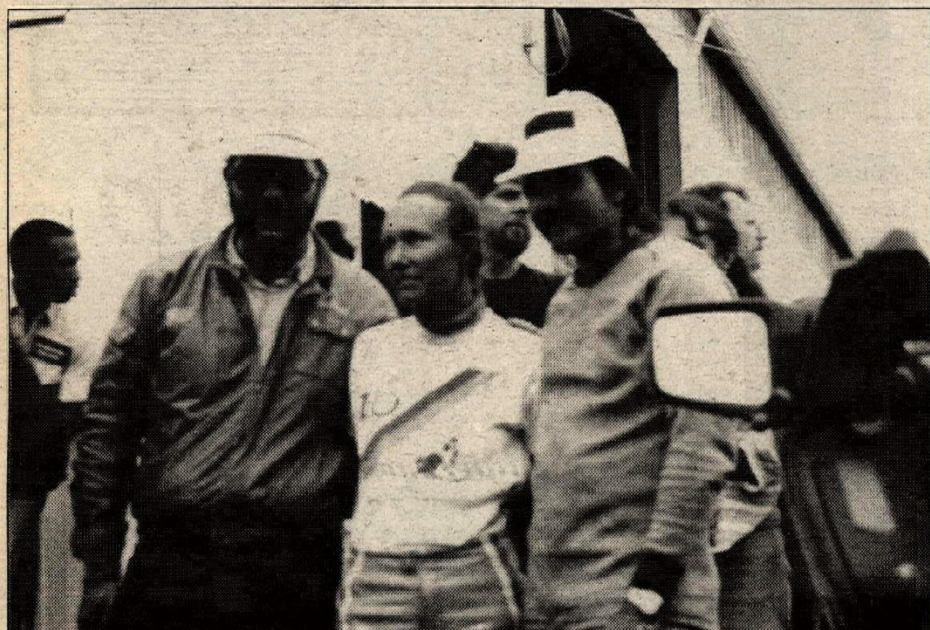
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Fran Crane, Michael Kneebone and Dave McQueeney go over last minute details before the start of the Iron Butt Rally.



(From left to right) Kneebone, Crane and winner Barry Norman at the end of Iron Butt '87. Crane finished second and Kneebone third.

a little nap. According to Paul Jr., "Sleeping in our own beds was a mistake, my dad and I didn't get up for eight hours." In the midst of fierce competition, the Persingers' lengthy rest stop had a big price tag; Paul shifted from first to seventh place and Paul Jr. slipped into eighth.

Robert Gerberich riding a Honda Goldwing should get the tough luck award — he managed to get speeding tickets in Washington, Oregon and California. Robert, who was just cruising (i.e. not speeding) most of the rally, was almost in shock by the time he reached the Santa Ana checkpoint.

At the Yermo, California inspection station, Kneebone pulled up to find fellow competitor Richard Frost trying to buy a casino chip from vacationers returning home from Vegas. Frost, thinking that this was a scavenger hunt, had just purchased the chip for \$10. Kneebone said, "I told Richard that the object was to ride to Las Vegas — the chip was merely proof. I pointed him toward Vegas and told him to have a nice little 300 mile ride."

Fran Crane came alive on this leg; she was the only rider who made all

the bonuses riding nearly 2100 miles in 37 hours. Crane and Kujawa were the only competitors to risk making the three-hour round trip north to Bellingham. Behind schedule in Las Vegas, Fran knew that she was in trouble and needed help. A phone call to friends Paul and Vera McKay in Las Vegas produced food, eye drops and guidance to a casino. The McKay's called an airline pilot friend of theirs and he drew a detailed map of San Diego with directions to the hard to find airport. Fran managed to pull into the Santa Ana checkpoint and promptly collapsed at the front door. Rookie Richard Frost found her laying on the ground, asleep and shivering. Frost, who had been carrying a sleeping bag the whole rally, covered Fran. Richard said, "I dragged that bag halfway around the United States. I'm glad it finally proved useful!" Kujawa wasn't as lucky. Needing sleep, he wasn't able to ride down for the 51 pointer in San Diego.

Evan Bell opened Irv Seaver's BMW on Labor Day to host riders at the halfway point of the rally. Also on hand was Iron Butt enthusiast Paige Ortiz to greet riders and assist

them. This year Paige presented competitors with a special Iron Butt banner for the finish.

Standings at the halfway point of the rally found Crane in first with 1767 points, Copas second with 1765 points, Norman third with 1748 points, Kneebone fourth with 1725 points, and Kujawa fifth with 1716 points.

One of the "features" of the Iron Butt is a mandatory seven-hour layover in California. This rest period had always been during the daytime — not exactly the best time to sleep. George Egloff told complaining riders, "The Iron Butt is supposed to be tough. We want you to get some rest, but everything is backwards. Only the toughest people will manage this type of total reversal."

Leaving Santa Ana, riders were handed the next bonus listing consisting of a parking receipt from Los Angeles International Airport — 50 points, a piece of petrified wood from Petrified Forest National Park in Arizona — 50 points, a special card from Van Horn, Texas, near the Mexico border — 101 points, the Muskogee Turnpike in Oklahoma — 50 points, and the Kansas Turnpike in Kansas — 50 points. Egloff got to everyone on this leg, riders would have to leave the checkpoint riding west, turn around ride northeast to the Petrified Forest, turn south towards Mexico, turn northeast riding through Dallas past the checkpoint to pick up the Kansas and Oklahoma receipts then turn around and ride 300 miles back to Arlington, Texas. Back at Montgomeryville, Egloff was having a great time tracking riders' routes as they zig-zagged north, south and rode around in circles.

Heat combined with countless hours of non-stop riding caused Bill Pharness' Honda Goldwing drive-shaft to give up near El Paso, Texas. Leaders, thinking they were several hours ahead of other riders, were surprised to pass rookie Harold Brooks near Abilene, Texas. It seems Harold took a short cut over the Mogollon Mountains in New Mexico — saving nearly 200 miles. Harold was one of the last riders at the Petrified Forest, yet the first into Van Horn.

Although several riders attempted to pick up the Kansas and Oklahoma Turnpike receipts, only two contestants managed to stay awake the entire 42 hours. Near Oklahoma City, Copas decided that he needed some sleep — Norman, already dog tired, knew that this was his only chance to gain the lead and left Ross to go bonus hunting. Unbelievably, Norman and Kujawa were able to ride non-stop, booking over 2300 miles!

At the Harley Center in Arlington, Texas, two-time Iron Butt Rally rider Nick "Mr. Harley" Nichols got riders checked in. His wife Gwen thoughtfully prepared special rider "care packages" for each competitor. The class act award has to go to the Blue Knights. When Frost, a police officer from New Jersey, pulled up, an entire crew of local enforcement people took over, cleaning his Venture and making sure he got everything he needed (except for sleep, of course!). Richard said the emotional boost was worth a million bucks. Fellow riders that he had never met came out to show their support!

When Norman and Kujawa pulled into the Arlington checkpoint they looked disoriented and beat. Meanwhile, Egloff was back at Montgomeryville staring at a map in disbelief. When he laid out this portion of the rally he never expected riders to

actually be able to make all these bonuses. Obviously, Egloff had no idea of the determination of riders that wanted to win. Again, the standings shifted, moving Norman into first, Kujawa to second, Crane back to third, Copas to fourth and Kneebone to fifth.

Norman, who was running on pure adrenaline, was so hyped up that he refused to rest. His riding partner, Copas, forced him to lay down in back of the shop during the short two-hour layover. Other competitors were sure that Norman would need sleep and not be able to pick up all the bonuses on the next leg.

As riders left the Harley Center they received the next bonus listing: 150 points for the Lake Pontchartrain Causeway in Louisiana, 51 points for a parking receipt from New Orleans International Airport, and 50 points from the Town and Country Restaurant in Henderson, Tennessee, about 40 miles past the checkpoint at Joe's Cycle Shop in Bolivar, Tennessee. Riders had 25 hours to make 1200 miles!

Dave McQueeney, who thinks the rally is a great way to see different parts of the country, stopped to help second place Frank Kujawa fix his broken Beemer. Frank's K100 developed severe electrical problems just outside of Dallas. Had it not been for McQueeney's mechanical expertise, Kujawa would have been out of the rally. McQueeney rides the Iron Butt year-in and year-out to relax on his vacation!

While passing a truck about 40 miles north of New Orleans, Norman barely managed to miss a 12x12x4 inch piece of construction lumber in the fast lane. Copas wasn't as lucky. Barry looked in his rear view mirror and watched in horror as Copas' bike bounced in the air. Luckily, Copas managed to keep control of his K100. Unfortunately, both of his mag wheels where shattered, putting him out of the running. Barry stopped to help Ross get his bike to the next exit. Copas later said, "Even though Barry was in first place and needed to be in Bolivar ASAP, there was none of this 'I gotta go crap.' He stayed with me until I was set."

At Joe's Cycle Shop in Bolivar, Tennessee, Fran Crane riding the only bike without a full fairing, had to bandage her severely calloused and bleeding hands. Although Fran lifts weights almost every day, hanging onto the Beemer's bars fighting the wind for 8000 miles was the equivalent of 160 hours worth of chin-ups! Why doesn't she ride a full-faired bike? Besides weighing all of a hundred pounds which limits the size motorcycle she can control, Fran said, "I can always dress warmer on a cold day, but when it's hot, engine heat kills me."

Norman managed to pull in on time, but everyone knew that this last leg was taking a toll. Fellow competitors started sounding like a broken record; certainly, there was no way he could possibly make all the bonuses on the last part of the rally. Meanwhile, back in Montgomeryville, Egloff, promoter Bob Jones and rally organizer Jennifer Simmons were having a meeting discussing crossing off possible bonuses. Egloff, remembering a similar incident in the '85 rally when Dallas was crossed off some lists but not others, decided to keep the bonus destinations as they were.

Leaving Bolivar, contestants received the final listing: 151 points for a Florida Turnpike receipt, 200 points for a ride down to Alligator Alley Parkway in the Everglades, 100 points for a Fort McHenry Tunnel

receipt in Maryland, and 51 points for the Easton, Pennsylvania bridge located 45 miles northwest of the finish line.

Only Crane, Kneebone, Kujawa and Norman attempted to make a mad dash down to Florida. Fighting severe thunderstorms across Alabama and Georgia, Crane and riding partner Kneebone made excellent time. While stopped for gas, Kneebone told Crane that he didn't like to ride very fast in the rain — perhaps she should get going. Then, 150 miles down the road at the next gas stop, Crane told Mike, "I must be pretty tired, I thought you said you don't like to go fast in the rain." With a smile Mike replied, "I don't go fast — I go faster!"

Kujawa didn't fare as well in the storm. Frank managed to crash his K100 while negotiating road construction in Georgia. Norman, who had been riding with Kujawa most of the night, had just stopped for gas when he heard the bad news on the C.B. Once again, Norman, who really needed to make time, stopped to help a fellow Iron Butter. Norman followed Kujawa to Georgia state police headquarters, helped him file an accident report and then got Frank to a local hospital.

Although Crane had second place securely tied up by the time she reached the Florida Turnpike near Tampa, she never let up on rally leader Norman. Fran decided to ride an extra 700 mile loop for the 200 point bonus in the Everglades. Unfortunately for Fran, Norman was equally determined to win and also rode the extra 700 miles matching Fran's remarkable performance.

At the finish in Montgomeryville, Norman pulled in on his 1983 Yamaha Venture Royale with 10 minutes to spare. Staggering off his bike, barely able to walk, face blistered, dehydrated, incoherent yet smiling, handed over his receipts to Jennifer Simmons and promptly passed out. There was no doubt in anyone's mind that Barry deserved the win. In days he managed to crush two-time winner Egloff's 11,565 mile record set in 1985. Against all odds, Barry rode an incredible 12,773 miles. Crane came in a close second with 12,166 miles. Kneebone came in third with 11,655 miles.

Norman, Crane and Kneebone each gave high marks to rally sponsor's Spectro Oil, Dunlop Tires and Sullivan Brothers Distributors. Norman said, "Spectro's great, having the confidence to ride 13,000 miles without changing my oil saved me precious time." Kneebone said of Dunlop, "Just a few years ago, I wouldn't have attempted a trip like this on one set of tires; yet 12,000 miles later my Dunlops could go another lap. It's a shame I can't." Equally important, were the new Shoei Z-100V helmets contributed to riders by Sullivan Brothers.

Special recognition should also be given to other sponsors whose support helped make the rally possible: Conspicuity Corporation, Easy Touring Motorcycle Covers, General Warranty Group, Eclipse, Michelin and Continental Tires.

By far, Iron Butt '87 was the toughest of the world's most punishing motorcycle events. If you're ready to join an elite class of motorcyclists who have mentally and physically overcome unbelievable odds to finish this rally, get ready, Iron Butt '88 is just around the corner!

Results

1. Barry Norman (Yam); 2. Fran Crane (BMW); 3. Michael Kneebone (Yam); 4. Frank Kujawa (BMW); 5. Paul Persinger Jr. (BMW); 6. Paul Persinger (Kaw); 7. Richard Frost (Yam); 8. Harold Brooks (Hon); 9. Robert Gerberich (Hon); 10. Dave McQueeney (BMW).

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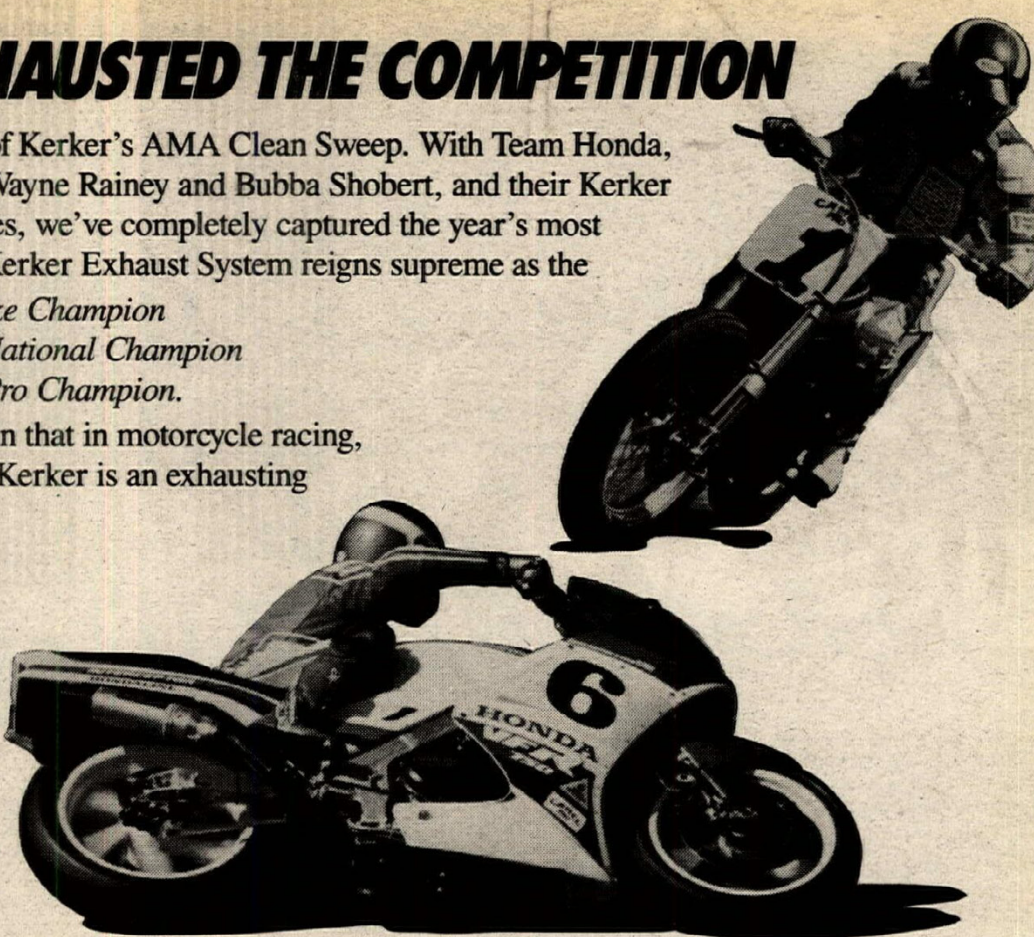
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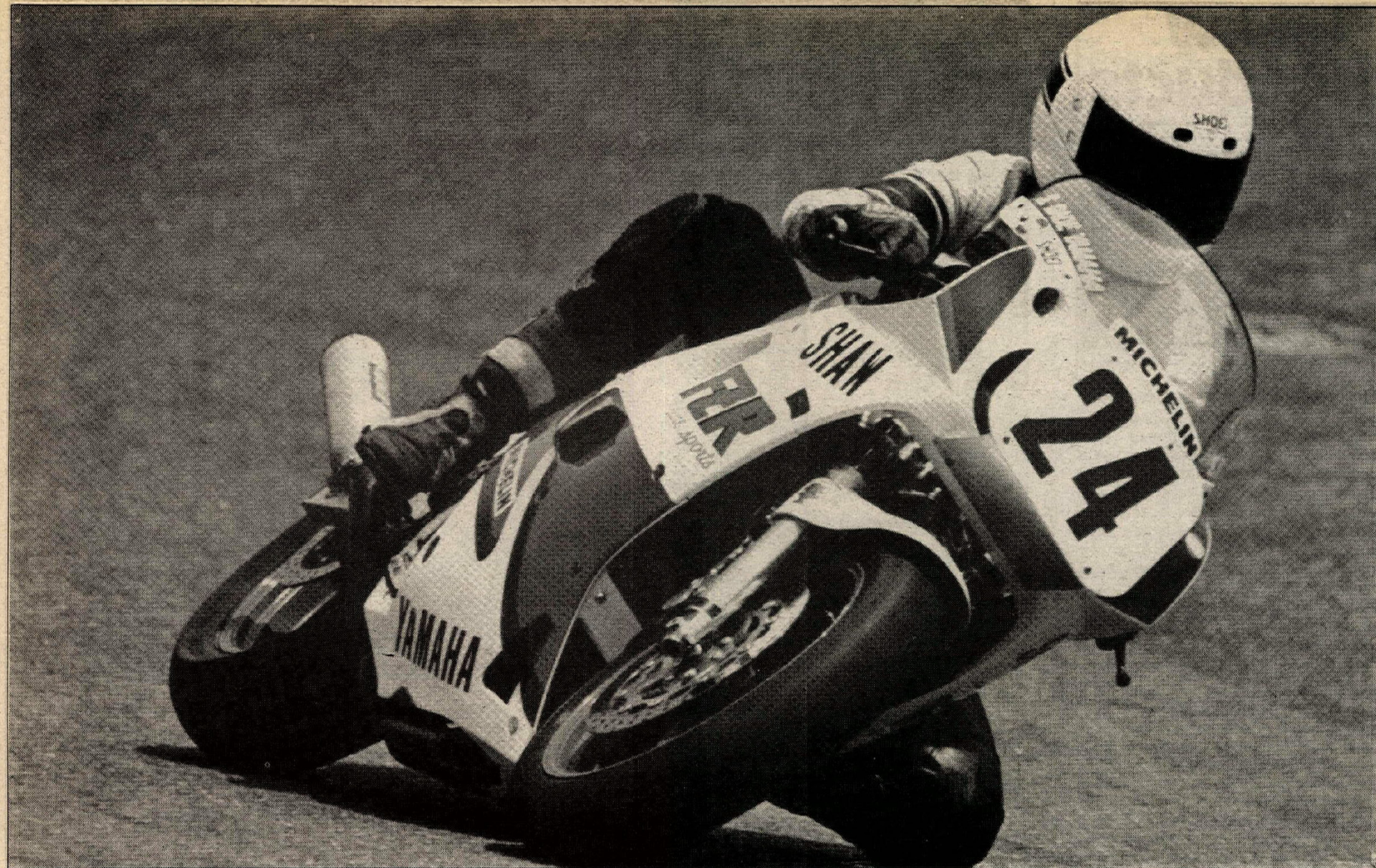
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Rick Shaw and John Long piloted the South Florida Racing Yamaha FZR1000 to victory, averaging 91.068 mph around the Moroso circuit.

MotoWorld/US Endurance Series: Round 12

S. Florida Racing wins Moroso 500

By Richard Chambers
Photo by Kendall Photo

WEST PALM BEACH, FL, SEPT. 20

Rick Shaw and John Long teamed up on a South Florida Racing Yamaha FZR1000 to break Suzuki's domination of the series with a win in the MotoWorld 500 at Moroso

Motorsports Park. It was the duo's first win of the season as they averaged 91.068 mph to beat High-Tech Racing and Kayo Racing GTU.

The race began under bright, sunny conditions and quickly established a sprint-race pace. After 20 laps, Team Lockhart and Dutchman Racing were involved in a heated battle for the top spot. Dale Quarterley of Team Lockhart and Dutchman's Doug Brauneck traded the lead several times while turning lap times less than a second off the track record of 1:25.42.

South Florida's Shaw held down third on the Michelin/S. Dade Yamaha/Spectro/Shoei/Kerker/Megacycle-sponsored Yamaha, watching intently as the two Suzuki-mounted riders battled for the lead.

Meanwhile, High-Tech Racing held down the fourth spot on their Conser Coach/Reliable Cycle/Amsoil/Michelin-sponsored Suzuki GSXR1100, but were losing touch

with the leaders. Top Gun Racing's Bill Kelly held down fifth on another Yamaha FZR1000.

In the GTU ranks, Kayo Racing GTU had taken the lead, putting their Honda CBR600 Hurricane into the top 10 and leaving the rest of the GTU contenders in their wake. The only team to match the pace of Kayo was Paul Smith Racing and their Kendall/SuperTrapp/Cycle Riders-sponsored Yamaha FZ600 with Donald Jacks and Tommy Sloan pulling away from the rest of the pack. Team Uno held third in GTU on the Michelin/Atlanta Lawn and Sprinkler/Palm Beach Honda/Wiseco/Kerker-sponsored Honda CBR600 Hurricane.

Jacks was making up for the Paul Smith Yamaha's lack of horsepower with aggressive riding, but on lap 14 he over did it and crashed in turn six. He pushed the machine over half a mile, but the team was six laps down before they got rolling again on lap 22. There were now six GTU bikes on the lead lap.

Lap 40 saw the same close action up front. Team Lockhart's U.S. Suzuki/AGV/Kal-Gard/Cam2/Michelin/RK/Lockhart-sponsored Suzuki and Dutchman Racing's Penzoil/10-minute Oil Change/Michelin/Cam2/PBI/ND-sponsored Suzuki were still hounding each other for the lead. Shaw, meanwhile, continued to have the best seat in the house as the two ahead of him sparred for the lead.

Kayo GTU put a lap on Team Uno and were adding a second a lap to that lead. Moore Racing's Honda Hurricane had moved to third with newcomers Newton Heston and Greg Esser at the helm. The duo were gaining on Team Uno for second place.

Race leader Team Lockhart pitted on lap 54 and John Ashmead, who was filling in for the injured Larry Shorts, went back on the track in third place behind John Long, who was now riding the South Florida Racing Yamaha. Dutchman Racing's Jeff Heino had the lead but only 34 seconds separated first from third place.

Donnie Rowe took over the Kayo GTU Honda and continued to show that he is fully recovered from his early season injuries. His three rides since returning to action have all been trips to the winner's circle, with two of those being class wins.

High-Tech's Suzuki, now ridden by Eric Moe, held down fourth after being the first of the top four to pit for gas. The team, however, was now a lap down on the leaders.

The halfway mark showed Dutchman with 20 seconds on South Florida, and Lockhart losing ground. John Ashmead's right hand was swelling and the effects of his early season Transatlantic Match race crash would cause them to pit early as the 1100 proved to be a handful for him.

GTU leader Kayo had moved into fifth overall. The fight for second was one lap behind, but it was a battle that would last to the finish between Moore Racing and Team Uno.

With 20 laps to go, Dutchman looked set to take the win as Shaw was having problems cutting into Brauneck's lead. Quarterley, meanwhile, was feeling the effects of back-to-back riding chores. Doug Chancy was brought in to take Ashmead's place, but the team was three laps down and had no hope of cracking the top three.

Dutchman pitted for the final time and rejoined the fray with the lead. South Florida had planned their gas stops perfectly and were set for the finish. Team Lockhart's Chancy held third, but Shaw, riding at a fast clip, was out of reach.

Just six laps from the end on lap 132, Jeff Heino rolled to a stop on the back straight, trailing oil and smoke. Shaw took over the lead, Lockhart moved to second and High-Tech inherited third.

Three laps later, the chain on Team Lockhart's Suzuki snapped and Chancy coasted to a stop on pit road with two laps to go. The scrap between Moore Racing and Uno, meanwhile, was still going on and the two teams received the white flag side-by-side.

Uno held the lead toward the finish line, but Esser made the slingshot pass to take the runner-up spot behind Kayo, who ended up third overall. Uno held on for third place.

Results

OVERALL: 1. South Florida Racing (Yam); 2. High-Tech Racing (Suz); 3. Kayo Racing GTU (Hon); 4. Team Lockhart (Suz); 5. Dutchman Racing (Suz); 6. Moore Racing (Hon); 7. Team Uno (Hon); 8. Team Survival Game (Yam); 9. Team Baka (Suz); 10. Island Boys (Hon).

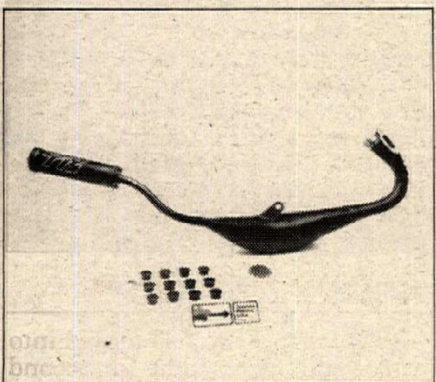
GTU: 1. South Florida Racing (Yam); 2. High Tech Racing (Suz); 3. Dutchman Racing (Suz).

GTU: 1. Kayo Racing GTU (Hon); 2. Moore Racing (Hon); 3. Team Uno (Hon).

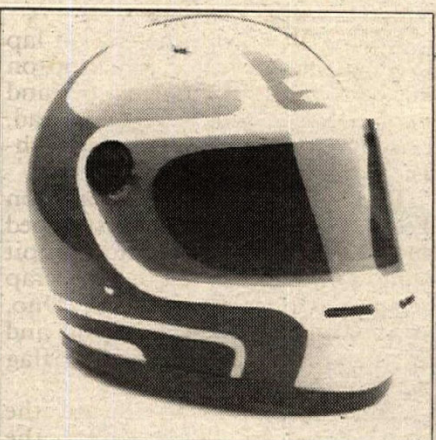
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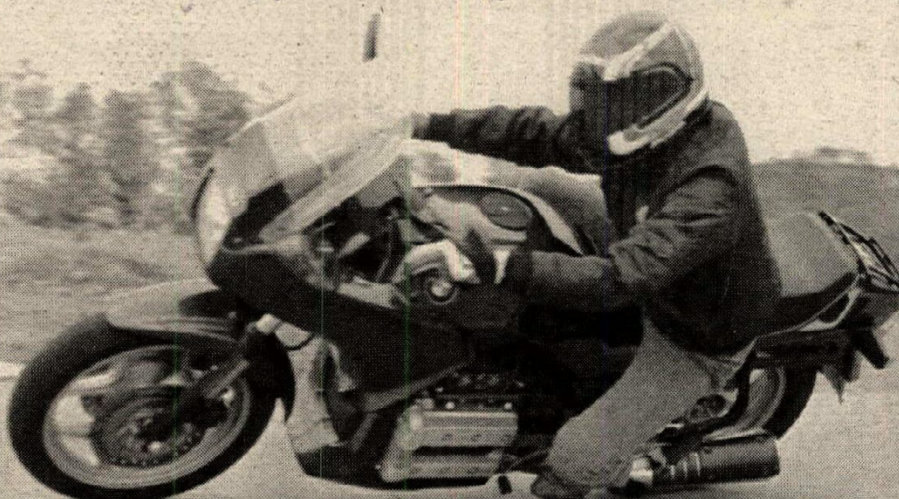
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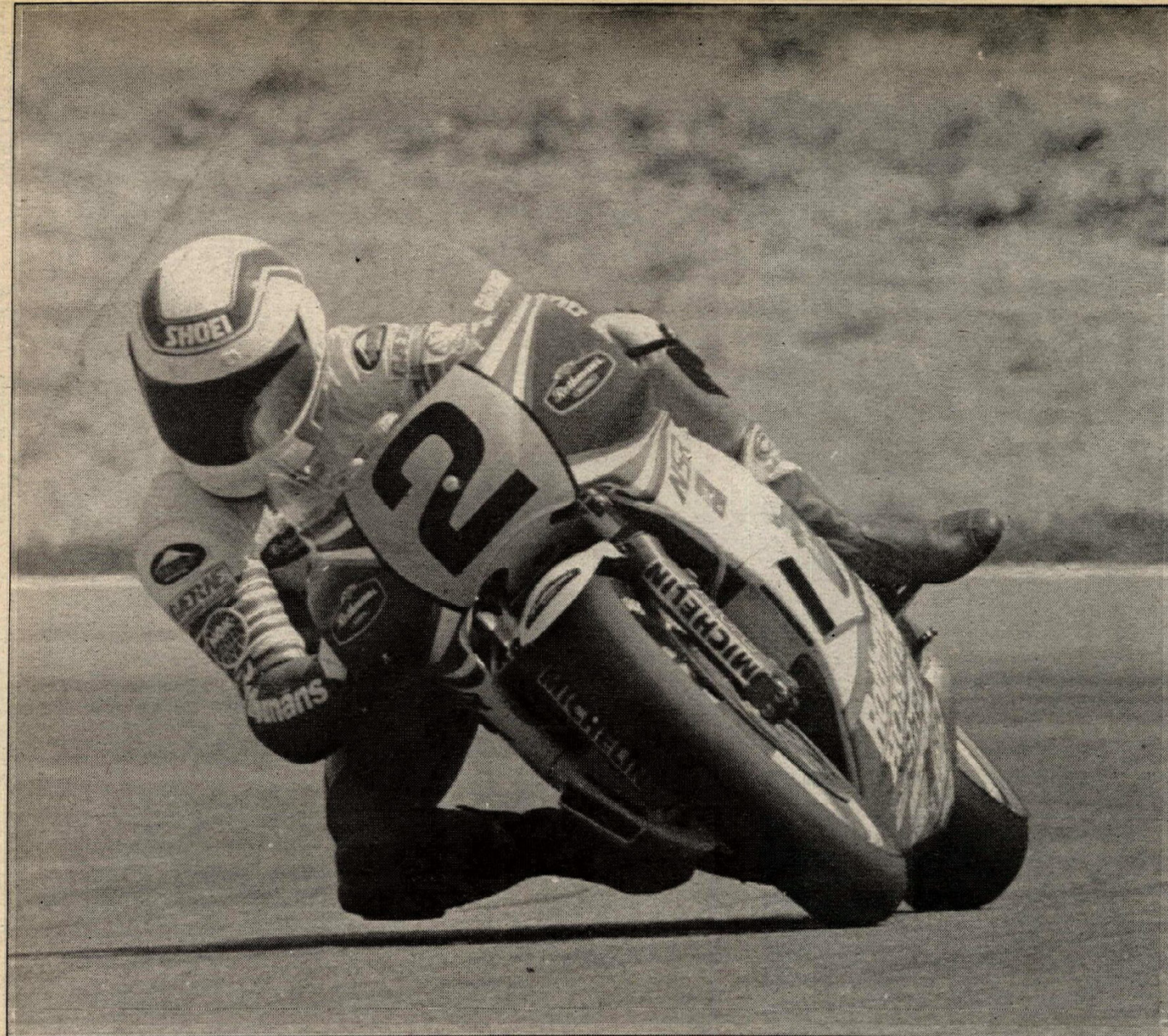
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FILE PHOTOS BY HENNY RAY ABRAMS

Wayne Gardner clinched the 1987 500cc World Championship with his win in the Brazilian Grand Prix.

Gardner wins in Brazil, takes title

By Michael Scott

GOIANIA, BRAZIL, SEPT. 27

Australian Rothmans-Honda rider Wayne Gardner dotted the "Is" and crossed the "Ts" of an almost immaculate season with one race left, sealing his first World Cham-

pionship with a start-to-finish victory in the first Brazilian GP, and leaving the Yamaha troops to fight it out amongst themselves.

Californian Eddie Lawson (Marlboro-Yamaha) was the winner of this secondary battle, with Randy Mamola (Lucky Strike Yamaha) third, after his best Dunlops were lost en route to the inland circuit of Goiania, and he was forced to revert to an earlier type of tire.

Didier de Radigues was fourth, in the Italian Cagiva's best-ever result, with Christian Sarron (Gauloise Yamaha) a relatively lack-lustre fifth.

Lucky Strike's second rider Mike Baldwin, in his second attempt after an 18-week layoff with serious injuries, opened his championship score with what was under the circumstances an excellent 10th place; while Briton Rob McElnea on the second Marlboro bike suffered his third successive race crash (and his second spill of the weekend), fortunately unhurt.

But the strangest performance, as ever, came from former double-World Champion Freddie Spencer — the latest quirk in a season in which a Dallas script-writer could not have dreamed up more unexpected twists of the plot.

After qualifying seventh, Spencer explained his erratic cornering lines and lap times by saying not only that he was still suffering dizziness following his heavy crash at Misano, but also that the 1000-metre altitude and hot weather were causing his contact lenses to dry up and fall out. He lost four in the first two days of practice, and two more in the morning warm-up, and elected to withdraw from the race.

Gardner's title — first-ever in the 500cc class for an Australian, and the first non-American winner for five years — came with one race to spare after a remarkably consistent season where he had not only finished every race, but scored points in all of them as well.

He has won seven out of 14 races, and been on the top-three rostrum all but three times. A worthy winner.

In the 250cc class, with the title already won by Anton Mang, the German took a back seat as younger brother Dominique Sarron won from Spaniards Sito Pons and Carlos Cardus, while German Reinhold Roth completed the Honda white-wash with a narrow victory over Carlos Lavado (HB Yamaha) at the head of what had been a fierce six-bike scrap. Martin Wimmer should have been fourth, but crashed on the last bend.

The first of a pair of Latin-American GPs was conducted in a holiday atmosphere, in hot weather in front of a small crowd that matched the small grids — 18 500cc racers made the trip to the Southern Hemisphere.

The absent privateers made little difference to the race... but they sure missed a good party afterwards.

Mamola was fastest in the first 500cc practice session, but Gardner took over in the second, and kept speeding up to stay ahead no matter what Mamola did. He was the only person to get below 1:28, but he was on the ragged edge, and very nearly crashed in the final session. "I was checking the revs we could pull along the straight," he said. "With my eye on the rev-counter and the other on some slower riders, I missed my braking point at the end of the straight, and ran right off the track. I was contemplating laying the bike down, but I managed to dirt track it to a stop before I hit the barrier."

The Australian needed only to finish in the top five and one place behind Mamola to be sure of the title, and was trying hard to shrug off the inevitable tension. "I'm just treating it like any race," he said; acknowledging that the track suited his tail-sliding style.

Mamola had a hard time remain-

ing cool, because a container-load of 59 of the Lucky Strike team's exclusive Dunlop tires had been mysteriously lost in transit... including all the British-made new-generation rear covers that have given him such impetus late in the season.

"We're back with the Japanese-made rears that we last used in Sweden," he said; and it was more to boost his confidence than reflect the truth that he added: "We have a good race tire that will last the distance. I could run consistent 1:28s on it, and I know that Wayne set his 1:27 on a soft-compound qualifier." (A suggestion that Gardner emphatically denied.)

The rival Japanese riders came next; with Tadahiko Taira (Marlboro-Yamaha) again impressing all with his smooth style and consistent lines; while fourth-place Syunji Yatsushiro was as entertaining as ever, using a lot of track and whooping the Rothmans-Honda NSR's exhaust note as the tire alternately let go and hooked up again. This pair, separated by only three hundredths of a second, pushed defending champion Eddie Lawson to the far end of the front row of the grid. More surprisingly, the Californian only just stayed on the front row by seven hundredths from de Radigues' Cagiva, the Belgian on top form on a bike that was both fast and handled well.

Since Lawson and the other Marlboro riders were the only people who had seen the track before (during winter tests), this was surprising, and he was at loss to explain it. "I like the track, even though it's pretty bumpy, because it has a grippy surface, some fast bits, and is very technical — with corners that tighten up or open out on you. You also steer a lot with the back wheel."

Spencer was seventh, riding erratically and well below his best form, which he blamed on the lingering effects of the concussion he suffered when he was brought down at high speed at Misano.

Before announcing his withdrawal from the race after morning warm-up, he said: "When I have to work the bike real hard, I get a little dizzy, and blurred vision. I have to really stare to try and focus... then when I blink a contact lens comes out. It happened six times this week. I'm not taking consistent lines, and it's dangerous for me and the others."

McElnea suffered from the problem that has cursed him all season — losing the front wheel — and crashed in the third session. The day before he had been fourth fastest, but though he rode again in spite of hurting his arm, he could not improve, and ended up eighth fastest, ahead of Cagiva-mounted Raymond Roche and an equally unhappy Sarron on a Yamaha.

Baldwin was 11th, and reported much improvement in his injured right hand since his return two weeks before. "It's still stiff and sore, but it's better every time, and I can string more laps together now."

Niall Mackenzie was 12th, and dismayed at such a low position. "I don't know why I'm losing time," he said, though observers could see that his fast-entry style put him at a disadvantage to the "slow-in/fast-out" tail-sliding riders.

Pier-Francesco Chili was 13th, his three-cylinder Honda outpaced now as the four-cylinder machines have improved through the season; while Ron Haslam was 14th, still at an early stage of developing the unorthodox Elf 4 in only its third race of the year.

Gardner and Lawson led the drag race down the straight in the GP, and the Australian was first into the

first bend — a position he held for the rest of the race. "I wanted to build a 10-second lead," he said, "but that wasn't so easy, so I had to be satisfied when it got to six seconds."

Lawson dropped to third behind a charging de Radigues as he faced a problem that has troubled him all season. "When it has a full fuel load, I can't flick it in or get on the gas hard. I just have to wait until it gets lighter." On lap three, the orange Marlboro-Yamaha was back in second.

By now, Mamola was starting to get going. He'd been eighth on lap one, and had picked his way past Taira, McElnea and Roche; but Yatsushiro proved hard to pass, supporting his teammate Gardner well by repeatedly letting off his brakes at the end of the straight to foil the American.

Mamola finally got by on lap seven, and passed Lawson one lap later to take second and chase Gardner. But the gap was still growing slowly but steadily, and when Lawson returned the compliment at the end of the straight on lap 12, Gardner was six seconds clear.

Now Mamola's Japanese tires were going off, and he said: "The wheel-spin meant I couldn't accelerate as well as Eddie." They held these positions until the end, with Gardner five seconds up, and Mamola dropping away to almost eight seconds down on Lawson.

Thus the Championship went to Gardner, who was alternately jubilant and tearful on the rostrum. "I've worked really hard for this, and so has my team," he said. "For the first time all year, I didn't look behind me once in the race, and I didn't even know where Mamola was. My pit didn't tell me either — they didn't want to break my concentration."

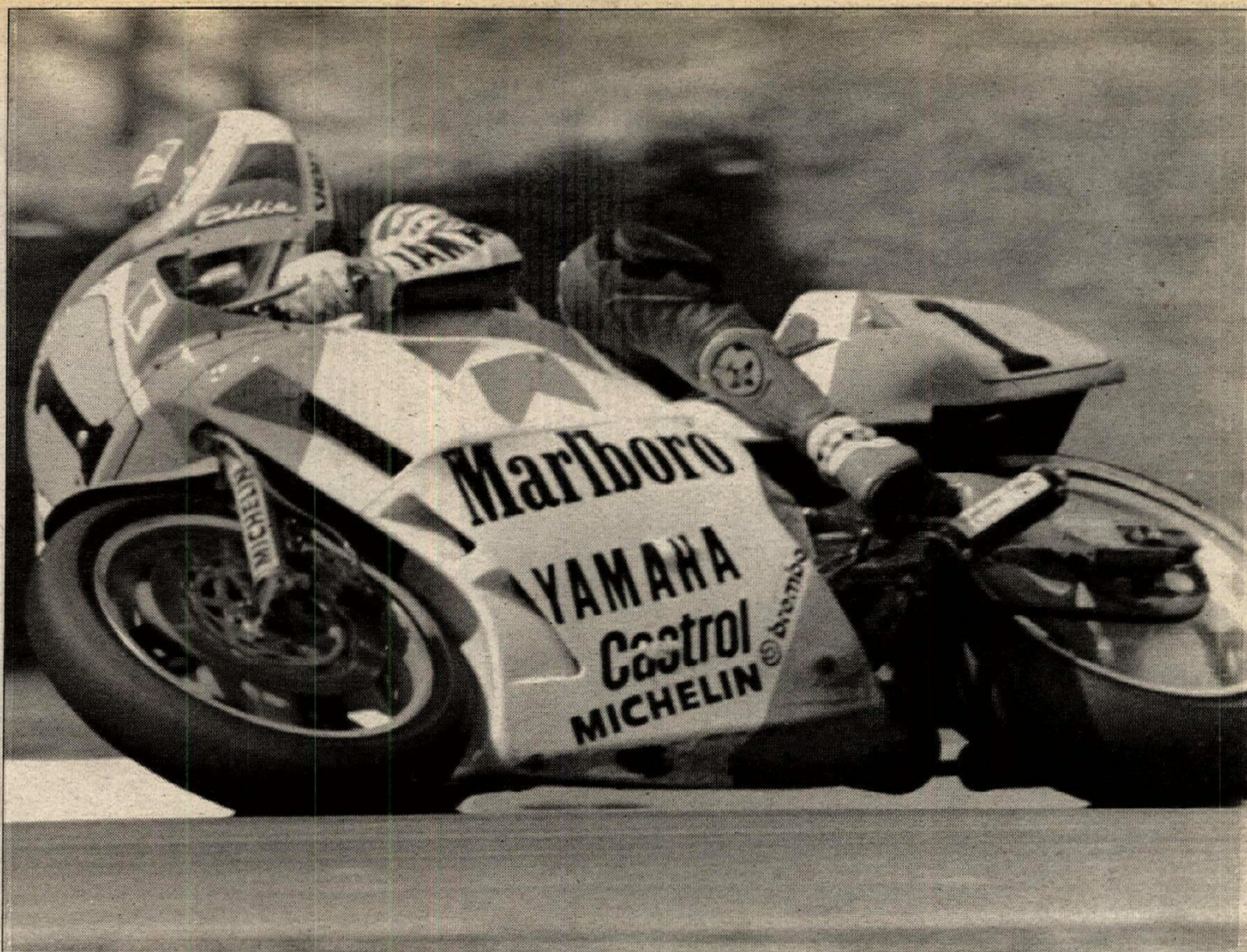
Sarron had been coming through slowly from a poor start; but de Radigues was inspired, and held him off under severe pressure that by the end had carried both the Europeans past Yatsushiro. "Sarron's bike was faster than mine," the Belgian said; "But the Cagiva had better handling."

This took care of fourth, fifth and sixth; Taira was a lone seventh after failing to find his practice form; and Mackenzie eighth. The Scotsman denied having raced Spencer's bike (such a switch would have been against the regulations), but the mechanics had been seen to switch fairings before the race, and it was later unofficially confirmed that he had done so. This was not because Spencer's bike was better, but because the team knew how fast Freddie could make it go down the straight, and wanted to see the difference with Mackenzie riding it. Knowing he was not likely to finish in the top three, they had instead indulged in some "rider research."

Chili was ninth, a bad start having robbed him of the chance of slipstreaming the faster bikes down the straight; with Baldwin 10th. The American had passed Chili, "But I wanted to make consistent times all through the race, and that meant I had to brake early, so he got by again," he said. "My hand went numb — I can't feel it at all now," he said, "But I know it'll hurt like hell tomorrow."

Haslam was 11th, one lap down, after running with a noisy bike with a split exhaust; then came the privateers... Marco Gentile (Fior), Wolfgang von Muralt, Vincenzo Cascino and Gerhard Vogt on Suzukis.

Apart from McElnea, who was high-sided on the ninth lap while trying to improve on ninth place, Raymond Roche also took an off-



Marlboro Yamaha's Eddie Lawson finished second behind Gardner, moving to within four points of Mamola.

track excursion when his front brake failed. He stayed wheels-down, but when the rear brake also went, he retired.

Afterwards, former champion Lawson and major 1987 rival Mamola both congratulated Gardner. "He won it real well," said Lawson, "and next year I want it back." Now the last remaining battle, for the Argentine GP, is for second place, between the two Yamaha riders.

There were 33 entrants here in the 250cc class, their numbers swelled by eight South Americans — but things were even less serious in the smaller class, with only a few riders with anything to prove, among them Carlos Lavado, close to home, and Reinhold Roth, whose poor late-season form meant the early championship leader now needed to work to hang on to second place from Sito Pons and/or Dominique Sarron.

Lavado led the first session; Sarron the second, the Frenchman's time good enough to keep him on top. These were the only riders until the final session to break 1:31; then they were joined by Wimmer, who had tested here, and felt that the twisting back section of the track made up for the slower Yamaha's disadvantage on a main straight following a slow uphill bend.

In fact, with Carlos Cardus' Honda fourth and Wimmer's Marlboro teammate Luca Cadalora fifth, there were three Yamahas on the five-strong front row, and it looked as though it might be an even contest for once.

Mang, Roth, Juan Garriga on a Yamaha and Pons filled the second row, then there was an interesting newcomer in the middle of the third, flanked by Loris Reggiani's Aprilia and Stephane Mertens' Sekitoba-Honda on the fast side; and Patrick Igoa's Yamaha and Jean-Francois Balde's Defi-Rotax on the slow.

It was the serious-looking bespectacled Japanese 22-year-old Masahiro Shimizu, a great favorite of

HRC and winner of the All-Japan 250 Championship, riding a factory NSR out of the Rothmans pit of Anton Mang. Shimizu qualified on the pole for the Japanese GP, and finished fourth; away from home ground he was hardly less impressive.

Mertens and Team Parisienne rider Urs Luzi were also caught in the Dunlop bind, but it mattered less since neither was in championship contention.

Pole-starter Sarron led the 250s into the first bend, and — Gardner-like — stayed there on his Rothmans-Honda to win the race. Behind him, Mang, in a very relaxed mood, gave way first to Cardus, and then to the pursuing pack, happy to come home seventh while the others fought it out in spectacular fashion.

Cardus closed up on the leader, but was unable to get into an attacking position. Meanwhile, behind him a fierce scrap comprised of Roth, Pons, Mang (for a while), Wimmer and Cadalora, a group switching places several times a lap. A heartbeat behind Lavado and Reggiani were performing a similar duet; while just behind them Shimizu was slowly escaping from Garriga and Luzi.

Soon after half-distance, Pons managed to get away from the third-placed pack, and even as he closed on the leaders, Cardus started to slow, troubled again by the complaint of '87 — his arm pumping up.

Pons caught and passed him quite easily with six laps left (Cardus managed to hang on to third), but Sarron was able to cruise home the winner with better than three seconds in hand.

The brawl for fourth got more and more hectic, with Lavado catching up towards the end, leaving Reggiani tagged on behind. Then in the last laps Wimmer made a break. In the effort, though, he had missed the last-lap board, and in his attempt to consolidate a half-second lead left his braking too late at the final bend and fell in a heap. "Gustav Reiner (the

crash-prone 500 rider) couldn't have done it better," he said ruefully, after the medics had picked small bits of Brazil out of a graze on his back.

His pursuers were too busy to spare much sympathy, and Roth just won the final sprint from Lavado, with Cadalora half-a-second down. Mang was another second down, and Reggiani held on to eighth behind him.

Shimizu was ninth, while Garriga had left Luzi trailing to take 10th.

One drama remained — a vicious scrap for 12th, and Balde, Mertens and Patrick Igoa flashed across the line after fighting almost all race long, with less than half-a-second covering all three.

The small crowd (with grandstand tickets ranging from 100 to 150 U.S. dollars; this was to be expected) had been treated to a vintage 250cc race.

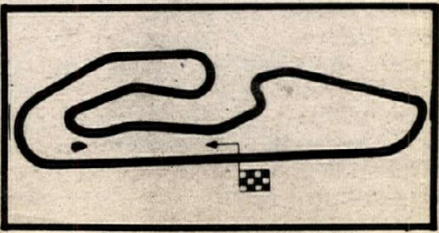
Results

500cc: 1. Wayne Gardner (Hon); 2. Eddie Lawson (Yam); 3. Randy Mamola (Yam); 4. Didier de Radigues (Cag); 5. Christian Sarron (Yam); 6. Shunji Yatsushiro (Hon); 7. Tadahiko Taira (Yam); 8. Niall Mackenzie (Hon); 9. Pier-Francesco Chili (Hon); 10. Mike Baldwin (Yam).
RACE DISTANCE: 32 laps, 75.84 miles
AVERAGE SPEED: 96.406 mph.

250cc: 1. Dominique Sarron (Hon); 2. Sito Pons (Hon); 3. Carlos Cardus (Hon); 4. Reinhold Roth (Hon); 5. Carlos Lavado (Yam); 6. Luca Cadalora (Yam); 7. Anton Mang (Hon); 8. Loris Reggiani (Apr); 9. Masahiro Shimizu (Hon); 10. Juan Garriga (Yam).
RACE DISTANCE: 27 laps, 63.99 miles
AVERAGE SPEED: 93.110 mph.

500cc WORLD CHAMPIONSHIP POINT STANDINGS: 1. Wayne Gardner (168); 2. Randy Mamola (146); 3. Eddie Lawson (142); 4. Ron Haslam (71); 5. Niall Mackenzie (57); 6. Tadahiko Taira (53); 7. Christian Sarron (52); 8. P.F. Chili (45); 9. Rob McElnea (39); 10. Shunji Yatsushiro (32).

250cc WORLD CHAMPIONSHIP POINT STANDINGS: 1. Anton Mang (136); 2. Reinhold Roth (103); 3. Sito Pons (93); 4. Dominique Sarron (85); 5. Loris Reggiani (68); 6. Carlos Cardus (64); 7. Martin Wimmer (61); 8. Luca Cadalora (55); 9. Jacques Cornu (55); 10. Carlos Lavado (44).





Dan Ashcraft piloted his CR500 Honda to first place in the U.S. Hare Scrambles Championship, held near Laughlin, Nevada.

U.S. Hare Scrambles Championship

Ashcraft blazes to Laughlin win

By Anne and Tom Van Beveren
Photos by Tom Van Beveren

LAUGHLIN, NV. SEPT. 27

Team Honda's Dan Ashcraft battled top desert racers from all over the western United States and one of the toughest off-road courses in memory to take the \$600

winner's purse at the Laughlin U.S. Hare Scrambles Championship at the Colorado River gambling resort of Laughlin. The tenacious CR500 pilot braved blistering desert temperatures and 105 miles of the tightest and toughest terrain ever tackled by motorcycle racers to take the win, in a race so grueling that less than half of the world class starting line-up made it to the finish.

"I've ridden all the Whiskey Pete's races, Barstow to Vegas, SCORE and everything else, and this was definitely the toughest course I've ever seen," a tired Ashcraft said after taking the checkered flag. "The terrain was tough and there was never anywhere to rest. There was one little sandwash that was about an eighth of a mile long and that was the only resting spot the whole way. The rest was continually up and down, canyons, rocks — really gnarly, tricky stuff. I'm just glad it's over. I'm totally beat and I couldn't have gone any further."

The World Championship Hare Scrambles, which was sponsored by the Riverside Resort Hotel and Casino, Duralube and EP Performs, was the final event in the three-race Best in the Desert Series organized

by Las Vegas promoter Casey Folks and saw the overall series win, with its \$1000 first place check go to Las Vegas hotshot Kevin Steele. Steele, who captured the prestigious "Best in the Desert" title on an ATK 560, bagged the series' honors with an 11th overall in Sunday's Hare Scrambles, coupled with a third overall in the Whiskey Pete's Championship Hare and Hound and a third overall in round two's team race which he rode with younger brother Sean.

"This series is the biggest thing I've ever won and it really feels great," ATK/Sportsman Cycle/Bud Yates Construction-sponsored Steele said. "I expected to do fairly well going into today's race, but it was so tough I started to wonder whether I'd finish high enough to pull off the overall win. It was the roughest course I've ever ridden and definitely the toughest race out of the three in the series. I fell off really hard a couple of times and I got tired, and an Open class bike was a bit of a handful in some of the tight stuff, but I had a great race and the ATK ran good. I'm just so happy to win the series, I can't believe it."

With two of the series events already behind them, the Laughlin racers knew they were facing a tough



Don Griewe finished second in Laughlin aboard a KX500 Kawasaki. The race was round three in Casey Folks' "Best in the Desert" Series.

course when they lined up for the start, but it was not until the banner dropped at 8 a.m. that they found out just how tough a Casey Folks course can be. The grueling trail was laid out in the shape of a figure-eight, with a 14-mile first loop and a 21-mile second loop, and would be completed three times. The first lap took the leaders almost one and a half hours, giving them an average speed of less than 25 miles per hour.

"It was rough the whole way and so tight and technical that you needed a 125," said KX500 pilot Don Griewe. "There were tight rocks, waterfalls, uphill and downhill, tight sandwashes and big cactus bushes everywhere, and it was like that the whole way. I don't think we got into sixth gear once. You were working hard from start to finish and you never got a break, but it was a great course. It just really wore you out."

Even with a 125cc bike, the course was no picnic, according to YZ125 pilot Kevin Case. As Case put it, "I liked the first loop a lot better than the second one — (because) it was shorter!"

The bomb run was littered with large "jumping" cactus bushes and made for some exciting racing right off the start. Team Husky's Dan Smith grabbed the holeshot in the Open Pro starting wave, but had Ashcraft and Honda privateer Paul Krause hard on his tail as he picked up the pink-ribboned trail. Tom Kelly and Scott Stearns won the 250cc Pro drag race, and Case got the drop on the 125cc Pro field.

As the riders started to sort themselves out after the blinding dust of the start, it was Smith, Krause and Ashcraft in an all-out war for the dust-free run at the head of the pack. The end of the first 14 miles saw Krause out in front of Smith by 14 seconds while Ashcraft was 20 seconds back. Ted Hunnicutt, a slow starting Griewe, Can-Am factory rider Ron Naylor and Husky's Garth Sweetland rounded out the top seven. Las Vegas Suzuki hotshot Barry Frehner had grabbed the 250cc Pro lead from Tom Kelly, and Eric Hallgath had powered his YZ125 out to a 30-second lead over Bryan Folks in the Small-Bore class.

The second half of loop one proved disastrous for many of the top contenders. Smith slipped past Krause for the lead but was forced to drop out of the running soon after with a broken radiator and pipe, Naylor bit the dust with a broken front axle and Krause ran out of gas at the 31-mile mark.

With Ashcraft now out in front the racers swept through the pits and headed into their second loop of the course. Ashcraft had a one and a half minute lead over the hard-charging Griewe, with Sweetland four minutes back in third. Hunnicutt, Washington State's Paul Ostbo and Sean Steele were next through, with Frehner still out in front of the 250cc Pros in seventh overall. Hallgath still had the 125 lead (12th overall), and Vet Pro Scot Harden was pouring on the pressure and had worked his way through to 18th overall despite a fourth row start.

Loop Two saw Ashcraft stretch his leading margin out to a full three minutes over Griewe. Sweetland was still holding onto third and Hunnicutt had dropped back with shock problems, letting Steele charge through to take over fourth. The lead in the 250cc class still belonged to Frehner (fifth overall) at the end of loop two, with his nearest competition coming from Scott Morris in ninth overall. In the battle for the 125cc honors Hallgath's promising early run was cut short by mechanical problems, and number one spot went to 20-year-old Bryan Folks, who rocketed his brand new 1988 Husky up to eighth overall as lap two drew to a close.

By the end of the second lap the heat was starting to take its toll on the riders. Water was being handed out at each check on the course and despite the big prize money at stake, many of the racers opted for some time out before heading into their final loop.

"It was hot enough just riding, but once you got into the rocky canyons it was so hot you could hardly breathe," Griewe said. "We were all getting a bit dizzy at times out there and I had to stop twice in the last loop and pour water all over me. I knew Dan (Ashcraft) was only just ahead of me but the heat got to be



Nevada's Barry Frehner rode his Suzuki to first place in the 250cc class and finished fifth overall.

too much and I had to stop for water."

Ashcraft's trouble-free ride continued all the way to the checkered flag. After 105 miles of the toughest terrain Nevada can offer, the Honda pilot powered across the finish line to take the win almost five and a half minutes ahead of Griewe.

"That's got to be the toughest course I've ever ridden," Ashcraft said. "It was a really great race but I'm so tired I can hardly stand up. Casey (Folks) always lays out a tough course but usually he'll put in a few roads so you can rest. I guess he forgot to do that today!"

The race also took its toll on second-placed Griewe, who thanked Kawasaki Motor Corp., Answer, Silkolene, International Motorsports and his wife and mom and dad. "I can't even walk right now," he said, sitting on the ground besides his Kawasaki. "I twisted my knee half-way 'round the first loop and by the time I got to loop three I was ready to give up. That was really hard work and I'm happy just to finish."

"It was tough as usual — very tough," was the comment from Team Husky's Sweetland who claimed third overall. "I'm happy with my finish — I just wish I'd got a better start. I was running about seventh at the bomb and it was just too much distance to make up."

Sweetland's finish gave him second overall for the three-race series.

"That feels really good," he said. "I missed one of the races and Kevin Steele raced and finished all three of them, so I think I did pretty well."

Sweetland was followed in by Open Honda rider Sean "I fell over a lot but it was okay apart from that" Steele, and Barry Frehner held on to take the 250cc honors in fifth overall.

"It was ultra tough but I had a great ride — trouble free," said Frehner, who was so tired he could hardly stand up after racing all-out for the last 25 miles with a lapped 250cc rider that Frehner thought was still in contention for the championship. "I thought he was going to beat

me, so I gave it everything I had," said Frehner, who thanked Georgia Racing, Las Vegas Suzuki and Rex Frehner.

The second 250 to cross the line was a Husky piloted by Cagiva/Duralube/EP Performs/Sportsman Cycle-sponsored Scott Morris, whose seventh overall finish gave him the overall series win in the 250cc division.

"I got really sick after the first loop and a half and I was just hanging on after that," Morris said. "I've had the flu for a while and I think it was because of that. My nose got totally clogged up too, so I had to breathe through my mouth in all that dust. What a race!"

Third place in the 250cc division was claimed by Husky pilot Darryl Folks, who thanked Nevada Blasters, Cagiva N.A., Duralube, EP Performs, Sportsman Cycle and his girl friend.

"It was very demanding," said Folks. "I got a back flat right off the start and wore myself out trying not to lose time with that. It was one of the only desert races I've ever ridden where all I wanted to do was finish."

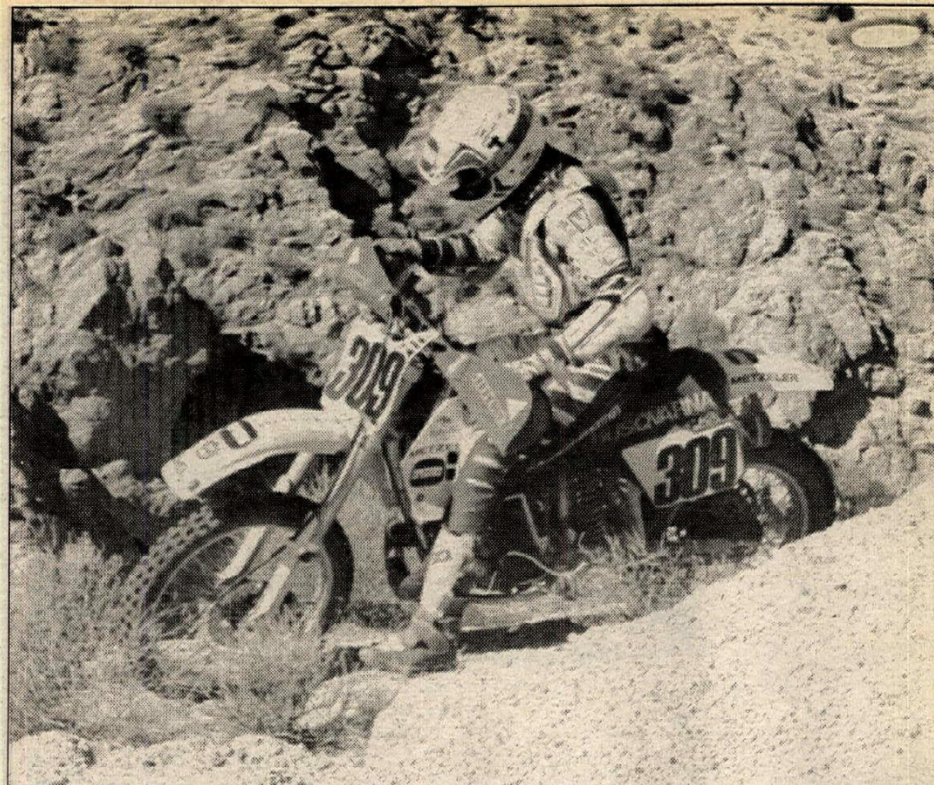
Husky pilot Bryan Folks was out in front of the 125s as he crossed the finish line in 10th overall.

"The first part of the race was the worst 20 miles I've ever had in a race," said Cagiva/Whisky Pete's/EP Performs/Kal-Gard/Sportsman Cycle-sponsored Folks. "I crashed four times really hard and got a flat. It was long, rough and tiring, and it was so hot I thought I was going to pass out a few times. I stopped to drink water for a long time before I started the third loop."

Second 125 went to John Braasch Jr. who thanked O'Neal, Alhambra Yamaha, Yamaha Support, Kal-Gard, Arai and fellow 125 pilot Kevin Case for lending him a sprocket.

"The 125 was the perfect bike for the course," Braasch said.

Case brought his T&O Yamaha/Dallas Baker/Smith/Hallman/Cycle Shack-sponsored Yamaha



Husqvarna rider Garth Sweetland took third place in Laughlin to finish second overall in the three-race "Best in the Desert" Series.



Bryan Folks of Nevada piloted his 125cc Husqvarna to first place in the 125cc Pro division; he finished tenth overall.

home in 23rd overall to claim third in the 125 division, despite riding 51 miles with no rear brake.

"It wasn't anything like a District 37 course where you go wide open for 10 miles," said Case. "I went wide open for about 10 yards at the most!"

The Over 30 Pro class was won by Valley Plastering/Malcolm Smith/Smith Goggles/Arai/Ascerbis/Yamaha Support/VP Racing Fuels/Renthal-sponsored Scot Harden in ninth overall.

"I started about nine minutes behind some of the Open bikes so I got about the fifth fastest time in the race," said Harden. "They're not going to adjust for starting times, but I'm really happy with my ride. The course was primo — really tough and the heat made it even tougher."

Harden's nearest competition came from Lee Pearson, whose 12th overall finish gave him the Vet class win for the three-race series.

"Harden may have won the battle but I won the war," said Pearson. "What a course! You had to be a real animal to finish this one."

Third in the Over 30s went to Pete Sheehan in 21st overall.

The Over 38 Pro division was won by Jerry Brown who brought his

Husky home in 35th overall, with second going to Edward Sivon. Edward Hooper claimed third overall in the class.

Husky pilot Joanna Brownell was the only woman in the race and finished 51st overall, and Paul Doebereiner took the Sportsman's class in 19th overall.

"I had a great time and I can't wait to do it again," said Doebereiner. "Maybe not tomorrow though, some time next week would be quite soon enough!"

Results

O/A: 1. Dan Ashcraft (Hus); 2. Don Griewe (Kaw); 3. Garth Sweetland (Hus); 4. Sean Steele (Hon); 5. Barry Frehner (Suz); 6. Brad McLeod (Hon); 7. Scott Morris (Hus); 8. Paul Ostbo (Hon); 9. Scot Harden (Yam); 10. Bryan Folks (Hus); 11. Kevin Steele (ATK); 12. Lee Pearson (Hus); 13. Daryl Folks (Hus); 14. Mike Powers (Hon); 15. John Braasch Jr. (Yam).

OPEN PRO: 1. Dan Ashcraft (Hus); 2. Don Griewe (Kaw); 3. Garth Sweetland (Hus).

250 PRO: 1. Barry Frehner (Suz); 2. Scott Morris (Hus); 3. Daryl Folks (Hus).

125 PRO: 1. Bryan Folks (Hus); 2. John Braasch Jr. (Yam); 3. Kevin Case (Yam).

WMN PRO: 1. Joanna Brownell (Hus).

OVER 30 PRO: 1. Scot Harden (Hus); 2. Lee Pearson (Hus); 3. Pete Sheehan (KTM).

OVER 38 PRO: 1. Jerry Brown (Hus); 2. Edward Sivon (KTM); 3. Edward Hooper (Yam).

OPEN SPTMN: 1. Paul Doebereiner (Hon); 2. Kevin Andrade (Hon); 3. Floyd Bradley (Hus).

250 SPTMN: 1. Frank Smith (Suz); 2. Terry Stuthman (Yam); 3. Scott Hammond (Yam).

125 SPTMN: 1. Ron Haigwood (Kaw).



Contributing Editor Tom Mueller tried out Michelin's new line of radial motorcycle tires during a recent tire test session in South Carolina.

Michelin launches radial tires

By Tom Mueller

GREENVILLE, SC, SEPT. 21-22

Michelin Tire Corporation announced the availability of its radial motorcycle tires in the U.S., and then allowed an unrestricted group of journalists to bump, grind and

squeal the new rubber to the limits during a two-day cycle-fest at Michelin's headquarters in South Carolina.

Michelin's radials have been available in Europe (where they are manufactured) for almost a year. The U.S. launch was held up until now, however, until supply could meet potential demand.

"We gave it a great deal of thought, but we wanted to have the tire ready for the distributors before we made an announcement," said Matt Aaron, Michelin's manager for motorcycle tires. "Is a tire really 'production' when you make a few dozen and give them to the race teams? We don't think so."

Michelin's two-day agenda was planned to the minute, and activities started with a broad overview of Michelin's operations. The corporation employs over 9,000 people in the U.S., operates 20 distribution centers, and has five manufacturing plants — four in South Carolina and one in Alabama.

The firm markets passenger car, light truck, earthmover, aircraft, motorcycle and bicycle tires. Michelin introduced the first radial tire in 1948, and now all but its bicycle tires are available in radial design.

Michelin Tire Corporation is part of the Michelin Group, headquartered in France. It is the second largest tire company in the world, with 51 plants in 12 countries, employing more than 90,000 people world-wide.

The overview was followed by a detailed seminar on Michelin's new radials, the High Sport (for production racing) and the 59X series (for street/sport riding).

"The two features which make Michelin radials superior to other motorcycle radials are the Radial Casing construction and Zero Degree Kevlar Belt," said Aaron. "The casing cords follow the shortest path around the tire — from bead to bead — and they aren't criss-crossed as in bias-ply construction. Our rear tires incorporate the Zero Degree Belt, which is wound around the tire on top of the cords, parallel to the direction of motion."

According to Aaron, the benefits of the construction are minimum casing growth and tire distortion. "The shape of the tire is very important, so we try to keep it consistent for the life of the tire, and from low to high speeds. It's proven that a rider goes slower when tire shape isn't constant. When the casing deforms, the contact patch is reduced, and there's less grip."

Aaron explained that in bias-ply casings, cords "scissor" under stress, which cause the casing to grow. That promotes wear in the center of the tire, and a flat spot develops. When a rider has to work the bike off these flat spots to corner, more energy is expended, and riding becomes inefficient. "Michelin cords are laid onto the tire in the direction they do their best work," said Aaron. "The tires offer less centrifugal distortion, which means predictable handling and high speed stability."

A stiff tire also means a stiff tread, explained Aaron, which will cut into the tire's limits of adhesion. The new design Michelin radials will offer increased crown (sidewall) flexibility, which translates into better shock absorption, especially when cornering. The flexible Michelins allow a larger contact patch to meet the ground, making for improved grip in both wet and dry conditions.

Though seemingly controversial, the Michelin rear radials are designed with a tendency to drift when cornering. With the drift built in, the tire wears evenly on the shoulder and the center, keeping the tire round. This "lateral creep" helps a rider maintain a trajectory through a turn, offering predictable and consistent handling. "I like to call it brain steer, like power steering on a motorcycle," said Aaron.

The new Michelin rear radials have fewer "parts" than belted bias-ply tires, which means a lighter tire. With less weight there is improved heat dissipation, which allows for the use of higher performance tread compounds for improved grip. Both

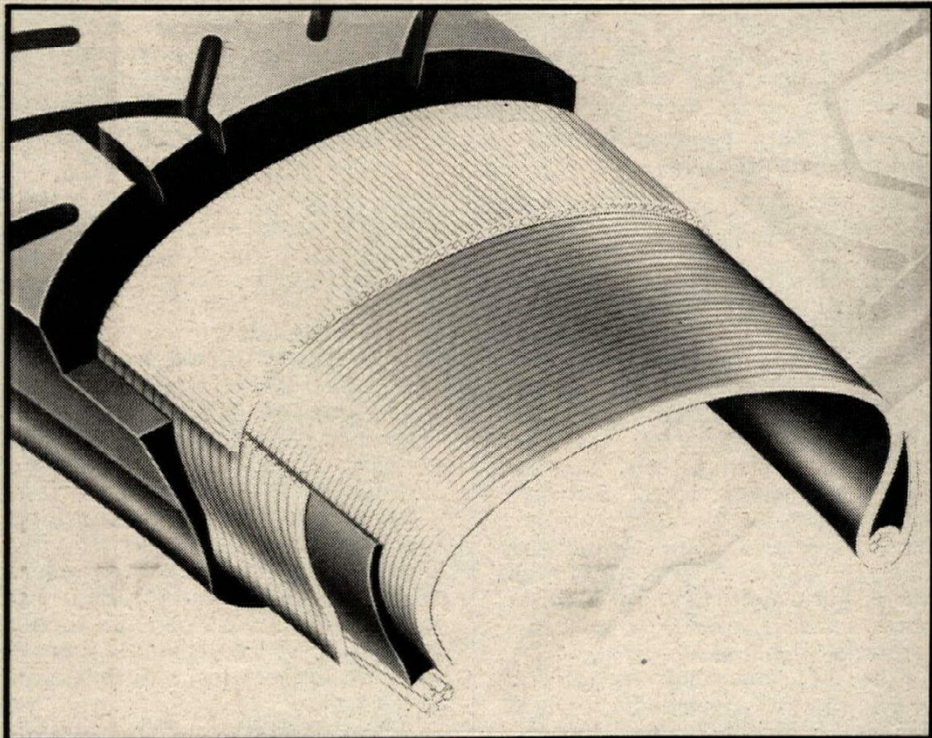
the High Sport and 59X series Michelins use the same casings, and according to Michelin, it's the same

construction and materials used in their GP tires. High Sport radials will be released initially in one compound only, but more compounds are possible in the future.

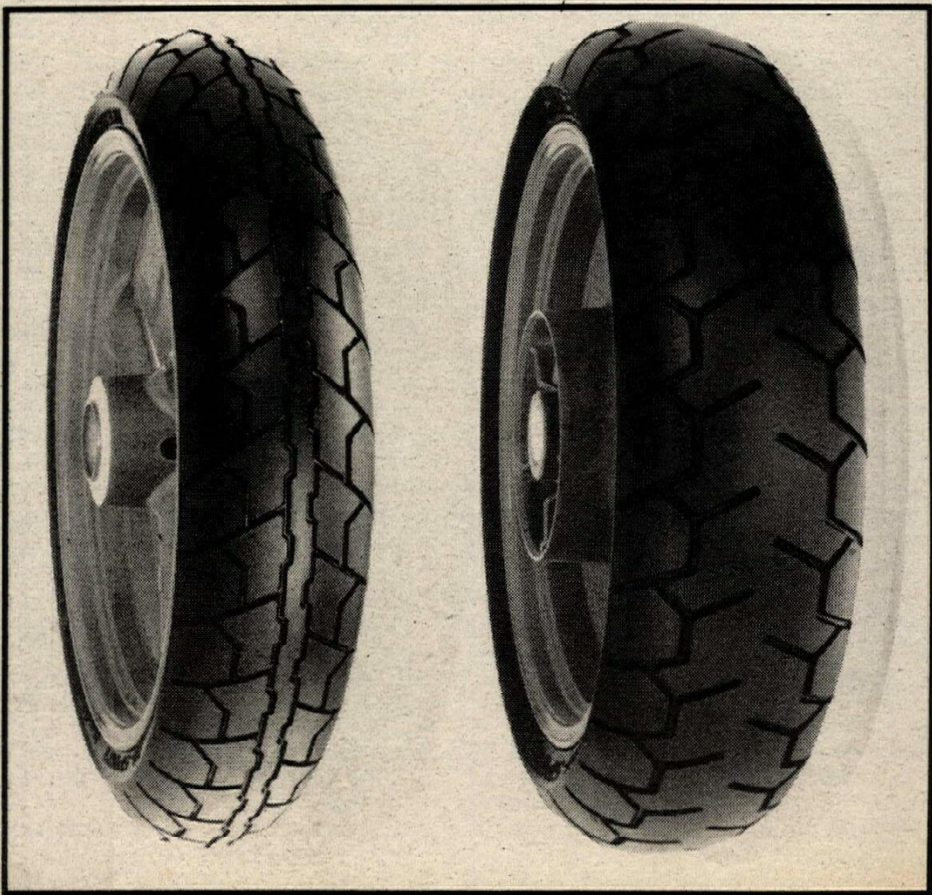
Pricing for the new Michelin radials is a bit ambiguous at this point. Don Coleman, product publicity manager at Michelin, explained that Michelin doesn't give suggested retail pricing, just the cost to distributors. The new 59X series radials will be priced about 10 to 15% higher than Michelin's current bias-ply 59X series tires, and the new High Sports will be about 15% more than the 59X radials.

"The new High Sport radials will be the most expensive tires on the market, and they deserve to be," said Aaron.

After a question and answer period, and a brief lunch (prime rib at noon?), we were bussed from Michelin's sales training center to the company's ultra-high security test track near Laurens, South Carolina. The two mile course is used for car and motorcycle testing, and is kept in perfect condition — one Michelin rep stated that there is only three millimeters of variance in the track's surface at any one point in the course.



Michelin's new production racing radial, the High Sport, features radial casing construction and Zero Degree Kevlar Belt.





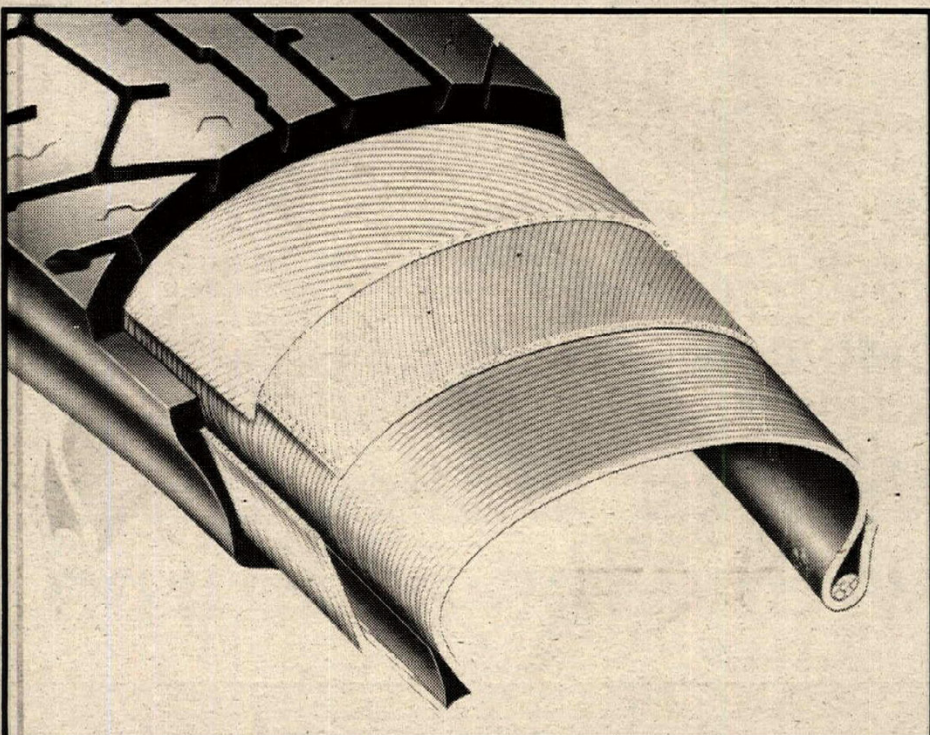
Suzuki's Kevin Schwantz gave test editors a few pointers.

We were greeted at the test facility by ace road racer Kevin Schwantz, who had been flown in by Michelin to crack off some hot laps on his Yoshimura Suzuki. Tom Stevens, endurance road racer for Team Suzuki, was also on hand, and everyone began to suit up for an afternoon's ride on the best of today's hyper-bikes. There were Hurricane 600 and 1000s, FZR1000s, and GSXR750 and 1000s.

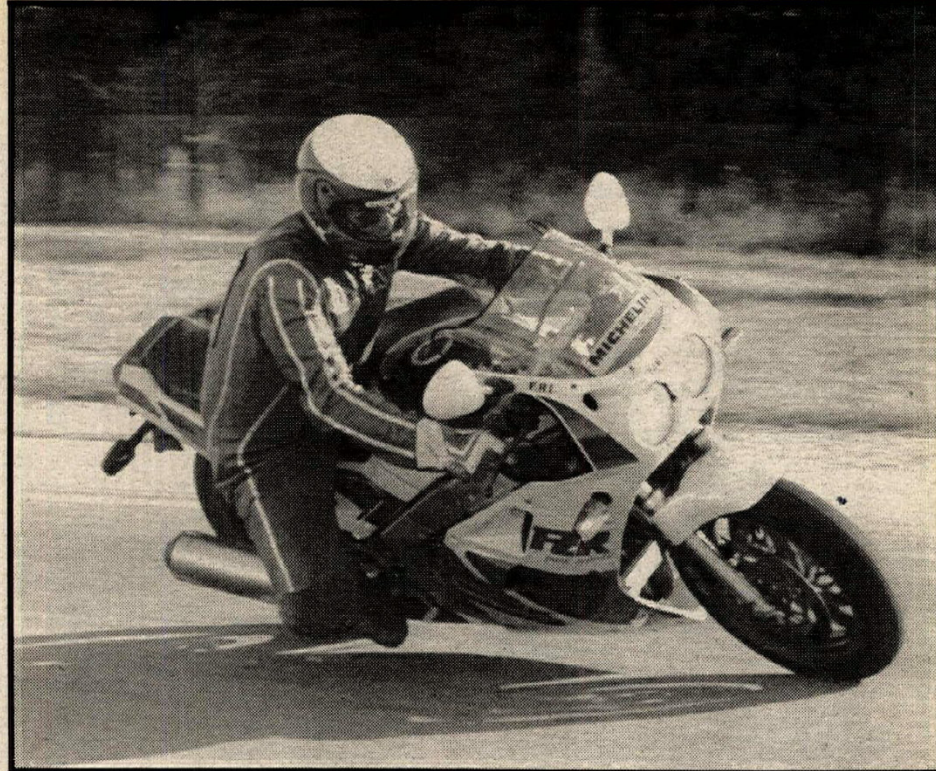
All bikes were supplied in pairs, one equipped with Michelin High Sports, and the other with competitive Metzeler rubber. Aaron said he wanted to have other brands of tires on hand, but that Metzeler was the only available option for the test.

It was at this point that this editor took to the sidelines. Not having the skills or required anatomical traits to run at race speed, I grabbed my cameras and headed for the soft drink cooler. With nearly two Michelin reps to every editor, everything went like clockwork. All had ample time to match the Michelins against the Metzeler on every brand of bike.

The consensus of some editors was that the Michelins were most noticeable and proved superior on the Hurricane 600. It was then that the progressive front end steering was



Michelin's 59X series street radials reportedly are made from the same casings, construction and materials used in the High Sport.



Editors from several publications, including Cycle News, put the Michelin radials through several grueling test runs.

felt the most — easy at first, and then harder as the rider leaned more and more into the turn. On the heaviest bike, the Hurricane 1000, some felt that the extra flex in the Michelins made for a more unstable feeling.

Many commented that the course was "too perfect." With no bumps in the corners, the test track wasn't representative of a race course, and the Michelins were designed to do their best stuff through rough cornering conditions.

The night time is the right time, especially at a Michelin press launch. We were transported back to the downtown Hyatt in Greenville, and then treated to a multi-course dinner. After-dinner activities included a seminar on the art of negotiation: Schwantz convinced a Greenville police officer that he wasn't accountable for the spin-out he did in his rental car, due to the fact that the transmission locked up — on a front wheel drive vehicle.

"I've come to the realization that lying in an unconscious state for eight hours is a sobering experience," said Cycle magazine contributing editor Kevin Cameron as we put away our breakfasts Tuesday morning. At eight sharp our bus was up front at the Hyatt and ready to roll; we had a schedule to keep for the day's road ride near Table Rock State Park, which lies across the North Carolina/South Carolina border.

The approximate 50-mile loop, laid out by Michelin's Aaron, was a mountain rider's dream. Curvy, sweeping roads, which incorporated every testing situation, were set among deep forests and rural farmland. Once again, bikes were supplied in corresponding pairs, fitted with Michelins and Metzeler. There were two switch points on the loop, so that on each lap you rode the same model bike with both sets of tires.

It seems that the only folks who weren't having a good time were the local residents and the South Carolina State Patrol. One elderly gentleman called the police and complained that a cyclist passed him so fast that it rocked his truck; a lively discussion also ensued when Cycle World's Paul Dean was clocked at 121 mph.

"One-hundred twenty-one miles-per-hour! I thought you guys were going to do your high speed run later in the day!" exclaimed the trooper.

"Well, we still are," replied a

Michelin rep in a timid fashion. "Most of these riders will be headed for the 140 mile-per-hour range."

We again went on our way, Dean ticketless. Take into account that Michelin is the number one industrial taxpayer in South Carolina, and you might have the equation that aided Dean's plea. After most of us had rotated through all the motorcycles, it was time to head into no-man's land, the unrestricted high speed run area.

It was the ultimate fantasy: State troopers cordoning off a three-mile stretch of road, and then waving you on to gas it to the maximum edge. That's exactly what Michelin set up; you had a warm-up segment, then a green flag for an all-out two-mile run. At the red flag there was a shut down section, where you could back off safely.

It will once again be stated that this editor doesn't have what it takes to run a big-bore superbike on top end. At one point I hit 118, and then all thoughts ran to the emergency claim insurance card Michelin's Coleman forced us to carry. I knew that if I crashed at that speed I'd wake up in heaven, while Freddie Spencer would get a bruised elbow and possible concussion.

Top speed of the day was set by Team Suzuki's Stevens, who laid down a 148 mph run on something we thought was silver (probably the Hurricane 1000). Stevens, who calls Fort Myers, Florida, home, cut the run in truly fashionable apparel — sweat pants, knit shirt, and topsiders with no socks.

"That thing was moving around quite a bit when I crested the hill on the course," said Stevens. "You can monitor the cars, but what the heck would happen if a deer jumped out onto the road?"

"Hey, I know a guy that happened to," said Schwantz. "You just tuck in under the fairing and stay in it. You'll cut the deer clean in half and break both your shoulders, but you won't get any head injuries."

With such invaluable knowledge tucked away — far away — in my mind, it was time to break up the ride. We cruised as a group to country club for showers, munchies and drinks. We were tired and very satisfied. It had been a great two days of riding, and we all joined in a round of applause for the Michelin guys, who provided us with a great way to check out their new radial tires.



Tommy Watts sailed to victory in both the 250 and 500cc Pro classes after finishing third the previous night in Las Vegas.

Watts (24) gets the jump as the 250cc Pros leave the line. Watts won both motos to wrap up the victory over Michael Craig.



Craig leads Jeff Mabery in a 125cc Pro moto. Craig took the overall victory in the class with a pair of wins; Ty Davis was second.

CMC/Dodge Truck Trans-Cal Series: Round 4

Watts walks away with wins at Huron

By Troy Scott

HURON, CA, SEPT. 27

Despite riding with two sprained ankles incurred during practice, Kawasaki support rider Tommy Watts walked away with wins in both the 250 and 500cc Pro classes at

round four of the CMC/Dodge Truck Trans-Cal Series at Huron Cycle Park. Watts romped on the competition and won both motos in each class.

"Coming off the whoops I jumped real high and landed real hard," said Watts. "I bottomed out and sprained both of my ankles; I'm glad I didn't break anything."

In the 500cc class Watts started near the front in both motos and quickly worked his way into the lead. Doug O'Donnell claimed the second spot, narrowly edging out Gordon Ward in the overall column.

Watts battled with Jon Nelson to take the win in the first 250cc Pro moto, then moved to the front on the first lap of the second moto and never looked back. Michael Craig finished second overall and Nelson took third.

Pro Circuit/Yamaha speedster Craig claimed both motos to take the 125cc Pro win. Ty Davis scored second overall and Bader Manneh was third.

In the first 500cc Pro moto Honda-mounted Mike Dulap captured the

holeshot and pulled a slight lead through the first couple of turns until Watts shot past. Running in third was Honda rider Rich Mythen, who was ahead of Mike Larson. Before the first lap was complete Larson made a charge and passed both Mythen and Dunlap to seize control of the number two spot. Two more Honda riders entered the picture as Jeff Reynolds and O'Donnell were on the move. O'Donnell found a way past Dunlap and was in for third, and Reynolds moved by a short time later as Dunlap dropped back. By lap three the order was Watts putting distance on Larson; O'Donnell, Reynolds and Kawasaki-mounted Ward.

With the top three riders a fair distance ahead Ward went to work on catching Reynolds, who was a short distance ahead. Ward crept up to Reynolds and stalked him for two laps until he made his move and slipped into fourth place. Ward wasted little time in catching up to O'Donnell and was soon within striking distance.

By the seventh lap things had started to spread out. The only



Craig pursued Willie Surratt (1w) in both 250cc Pro motos and passed him each time. Surratt claimed fourth overall behind Jon Nelson.

passing to take place was when Ward got O'Donnell to take control of third. The top five were evenly spread as the moto drew to a close with Watts taking an easy win followed by Larson, Ward, O'Donnell and Reynolds.

Round two featured some intense racing when Mythen let it all hang out and beat everyone to the first turn. Dunlap followed Mythen but quickly dropped back as Reynolds, Watts and Jim Ortnier moved by. Mythen increased his lead while Watts made a charge for the front and moved past Reynolds. Mythen held a slim, four second lead over Watts and was holding his ground until the next lap when his rear shock called it quits. Mythen tried to ride it out but packed it in when Watts took over. At this point Larson was dead last and riding like a wild man to catch the rest of the pack.

"The bottom bolt securing the (shock) linkage just snapped; it's not something that you check every day," said Mythen. "I'm just the victim of a freak accident. This could have been my first Trans-Cal win; I know I could have stayed with him (Watts) if I hadn't broke."

Watts moved ahead as O'Donnell held second over a battle for third between Reynolds and Ward, who were never more than a few feet apart during the next few laps. Reynolds held off Ward's charge until they entered a whoop section. The two riders took separate lines with Ward taking the slightly faster inside line. Reynolds slowed to make the hard right hand turn at the end of the section while Ward closed fast and came in for the pass attempt. Ward hit Reynolds as he put his front end on the inside and as they exited the turn they were side by side. At the following table-top jump Ward passed Reynolds in the air then began pulling away.

The top five then evenly spread out to the finish with Watts cruising in for the win followed by O'Donnell, Ward, Reynolds and Berg.

When the gate dropped for the first moto of the 250cc Pro class Suzuki's Willie Surratt came up with the lead followed by Watts, Davis, Nelson, Craig, Honda-mounted Rich Taylor and Mike Kiedrowski. During the first lap Surratt bobbled and gave the lead to Watts. Davis also slipped by. On the next lap Nelson moved up alongside Watts on a rough straight and held it on just a hair longer and moved into the lead. Watts tried to retaliate but Nelson had too much drive and started to pull away. This made the top five Nelson, Watts, Surratt, Craig and Jeff Mabery.

Nelson held his own for two laps until Watts began to inch his way closer. Things didn't really start to happen until the seventh lap when

Watts started to work on Nelson, who looked to be tiring due to the pace he was riding to stay in front. For a whole lap Nelson and Watts stayed neck and neck until lap eight. Nelson had a friend throw water on him which caused him to slow slightly. That allowed Watts to grab a few feet and pass Nelson shortly afterward. Watts took control, while Nelson relaxed and paced himself.

While Watts and Nelson battled Craig had gotten by Surratt and began closing on Nelson. The moto ended with Watts taking the win over Nelson, who had built up enough of a cushion so that Craig couldn't get to him.

Nelson was the first one to the first turn in moto two and was closely followed by Surratt and Watts who both slipped by on the first lap. Watts left with the lead as Surratt, Kelly Andris, Nelson, Davis, Craig and Mabery followed. On the second lap Andris got by Surratt to take control of second. Nelson also got by Surratt on the fifth lap to take over third then started to close the gap on Andris.

Out front Watts held an immense lead followed by Andris, Nelson, Surratt, Craig and Davis. Andris quickly dropped back to fifth, while Craig pressured Surratt until he got by to take third. Nelson was Craig's next victim and was passed seconds later. With two laps left Watts had enough of a lead to not worry about Craig who was still on the move. Craig charged to within two bike lengths of Watts at the finish line to take second. Nelson finished third ahead of Surratt.

Suzuki's Jimmy Gaddis holeshot the first 125cc Pro moto and opened up a small lead on Manneh by the end of the first lap. Craig held third and was followed by Dallen McKenney and Davis, who was trying to hold off a hard charging Chris Young. A short time later Young was past Davis and into fifth. Gaddis and Manneh moved away from the rest of the field while Young was still on the move and slipped by McKenney for the fourth spot.

Gaddis still controlled the lead until he hit a nasty rut while negotiating one of the many rough straights. His rear end went out of control and swapped several times, but Gaddis saved it. But by the time he got it under control Craig and Manneh had both slipped by. Young came up close to Gaddis also but couldn't get past. The top five riders stayed tight without changing positions as the moto became history with Craig taking the win followed by Manneh, Gaddis, Young and Davis.

In round two Davis grabbed the holeshot just ahead of Craig. Craig quickly took over control of the lead



Rich Mythen (8) leads Mike Dunlap (99), Jeff Reynolds and Watts at the beginning of the second 500cc Pro moto.

and pressed ahead as Davis trailed in second over Honda-mounted Kyle Lewis, Young, Manneh and Mabery. The top riders all seemed content with their positions as Craig continued to press ahead and the rest of the field stayed in line behind. There wasn't much change in the front runners for the rest of the moto and Craig easily took the win. Davis came home second ahead of Lewis, Young and Manneh. Davis' 5-2 score edged out Manneh's 2-5 for the runner-up position overall, and Young took fourth overall ahead of Lewis.

In sportsman action Eric Bush jammed to the front of the 250cc Junior Division Two pack both times out and completely dominated the class. Brett Yahne stayed in second for the entire first moto and third went to Jerry Wright. Scott McCoy was the runner-up to Bush in moto two while Kurt Metcalf took third. McCoy took second overall and Metcalf was third.

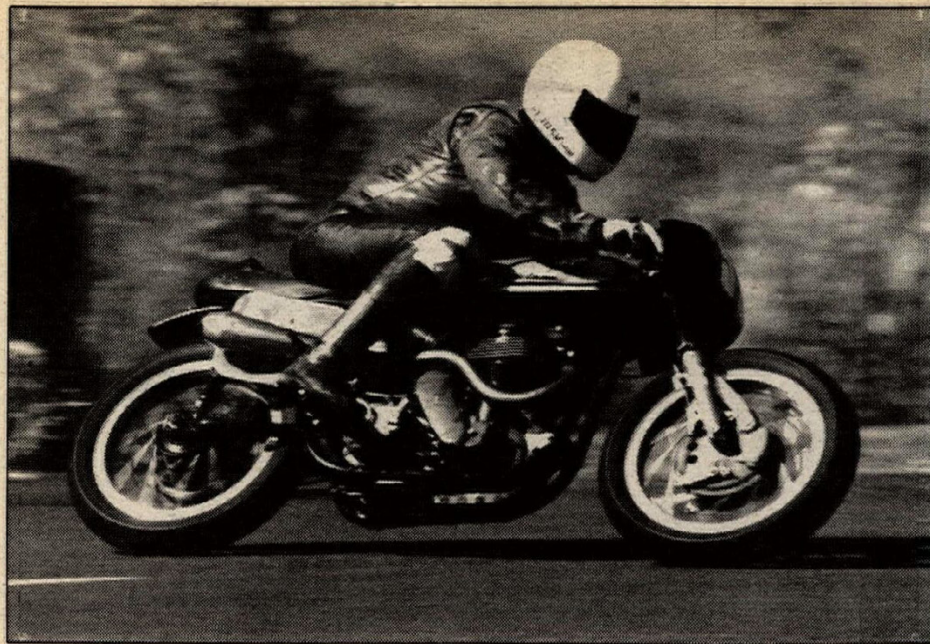
Steve Lamson took the first moto win in the 125cc Intermediate Division Two class ahead of Phil Lawrence and Erick Hilton. Hilton took control early in moto two and rode to the win but Lamson finished second to grab the overall victory.

Suzuki's Buddy Antunez once again demolished the 80cc Expert class with wins in both motos. Antunez has now won the overall at every round. Butch Smith came home second in each moto and Dana Wiggins took third with 4-3 rides. ●

Results

60 (0-8): 1. Jerry Harrey (Kaw); 2. Jerry Aleman (Kaw); 3. David Keeney (Hon); 4. Kurt Long (Kaw).
60 (9-11): 1. Casey Johnson (Kaw); 2. Mike Metzger (Kaw); 3. Jeff Willoh (Kaw); 4. Steve Hengeveld (Kaw); 5. Jason Shirey (Kaw).
80 BEG: 1. Todd Maderis (Kaw); 2. Peter Urfer (Hon); 3. Greg Schnell (Kaw); 4. Brian Gouveia (Yam); 5. Billy Felts (Kaw).
80 JR (9-11): 1. Steve Andrich (Suz); 2. Casey Johnson (Kaw); 3. Michael Brandes (Kaw); 4. Timothy Keeney (Hon); 5. Brad Schultz (Kaw).
80 JR (12-16): 1. Jason Kawell (Kaw); 2. Mike Haydel (Hon); 3. Billy Dawson (Hon); 4. Brian Teets (Kaw); 5. Colin Couto (Hon).

80 INT (9-11): 1. Mike Metzger (Suz).
80 INT (12-16): 1. Trevor Meagher (Yam); 2. Spud Walters (Hon); 3. Jeffery Grafton (Yam); 4. Derek Natvig (Kaw); 5. Kennie McGrath (Kaw).
80 EX: 1. Buddy Antunez (Suz); 2. Butch Smith (Suz); 3. Dana Wiggins (Suz); 4. Tommy Clowers (Yam); 5. Joel Albrecht (Kaw).
125 BEG DIV 1: 1. Jeff Moore (Hon); 2. David Arant (Hon); 3. Dan McCann (Hon); 4. Donald Coluer (Suz); 5. Chris Pedrene (Hon).
125 BEG DIV 2: 1. Damon Kemp (Hon); 2. Randy Ritchie (Kaw); 3. Mike Finch (Kaw); 4. Todd Smith (Yam); 5. Greg Thoma (Hon).
125 JR DIV 1: 1. Todd Starks (Yam); 2. Stan Lundquist (Yam); 3. Lance Lucero (Yam); 4. Steve Bonita (Hon); 5. Darin Driscoll (Hon).
125 JR DIV 2: 1. Patrick Lutz (Kaw); 2. Scott Schroeder (Kaw); 3. Todd Nelson (Suz); 4. Scott Tackacs (Suz); 5. Trevor Meagher (Yam).
125 INT DIV 1: 1. Darryl Atkins (Hon); 2. Jimmy Lewis (Yam); 3. Ray Crumb (Kaw); 4. Jerome Smith (Hon); 5. Stumpy Atkins.
125 INT DIV 2: 1. Steve Lamson (Yam); 2. Erick Hilton (Yam); 3. Paul Matthews (Hon); 4. Jimmy Clay (Hon); 5. Shane Tritter (Yam).
125 PRO: 1. Michael Craig (Yam); 2. Ty Davis (Hon); 3. Bader Manneh (Kaw); 4. Chris Young (Yam); 5. Kyle Lewis (Hon).
250 BEG: 1. Rich Quick (Hon); 2. Mark Alvarez (Kaw); 3. Jim Gardner (Hon); 4. Guy Comer (Hon); 5. Ronny Brown (Hon).
250 JR DIV 1: 1. Eric Bush (Suz); 2. Scott McCoy (Hon); 3. Kurt Metcalf (Yam); 4. Sloan Cooper (Yam); 5. Jeff Bublav (Yam).
250 JR DIV 2: 1. Matt Hetherington (Kaw); 2. Bud Donatoni (Hon); 3. John Detwiler (Hon); 4. Jerry Wright (Kaw); 5. Randy Gavion (Yam).
250 INT DIV 1: 1. Steve Lamson (Yam); 2. Steve Hunter (Hon); 3. Jim Kuntz (Suz); 4. Ray Crumb (Kaw); 5. Billy Woods (Kaw).
250 INT DIV 2: 1. Jimmy Lewis (Yam); 2. Mike Hooker (Hon); 3. Darin Layton (Hon); 4. Gregg Pierce (Yam); 5. Alan Coats (Yam).
250 PRO: 1. Tommy Watts (Kaw); 2. Mike Craig (Yam); 3. Jon Nelson (Hon); 4. Willie Surratt (Suz); 5. Jeff Mabery (Yam).
500 BEG: 1. Jeff Mello (Hon); 2. John Lea (Hon); 3. Mark Alvarez (Hon); 4. Michael Carr (Hon); 5. Shannon Humphreys (Yam).
500 JR: 1. Rob Martindale (Hon); 2. Scott McCoy (Hon); 3. Nicolas Granlund (Kaw); 4. Jay Spear (Hon); 5. Todd Luska (Hon).
500 INT: 1. Tim Whitlock (Hon); 2. Mike Hooker (Hon); 3. Jamie Morabito (Yam); 4. Chris Sparks (Kaw); 5. Phil Douglas (Yam).
500 PRO: 1. Tommy Watts (Kaw); 2. Doug O'Donnell (Hon); 3. Gordon Ward (Kaw); 4. Jeff Reynolds (Hon); 5. Dan Berg (Kaw).
VET JR: 1. Marlon Folden (Yam); 2. Rex White (Kaw); 3. Michael Rochester (Hon); 4. Jerry Conley (Yam); 5. Mike Ronk (Hon).
VET INT: 1. Kelly Myers (Hon); 2. Gary Jaehne (Kaw); 3. Gary Selby (Kaw); 4. Dave Nichols; 5. Mark Arthur (Hon).
VET MSTR: 1. Phil Douglas (Yam); 2. Russ Daley (Kaw); 3. Duane Hughes (Hon); 4. Robert Tippit (Kaw); 5. Jerry Caton (Hon).
VET PRO: 1. Bill Jamerson (Hon); 2. Jim Ashley (Hon); 3. Pete Hann (Kaw); 4. Jimmy Wooten (Hon); 5. Pete Andrews (Hon).
OT JR: 1. Gary Doggett (Kaw); 2. John Cipillina (Suz); 3. Frank Louthan (Kaw).
OT INT: 1. Wayne O'Brien (Hon).
OT MSTR: 1. Richard Schilling (Hon); 2. Don Swearingen (Hon); 3. Bill McClinton (ATK); 4. Rich Lakely (KTM).



Craig McLean wrapped up the AHRMA/AMA 350cc National Championship in Steamboat Springs, Colorado, during vintage action.

AMA National Championship Hillclimb Series: Round 5

Reiser walks off with Jefferson HC win

By Maxine Casey

JEFFERSON, PA, SEPT. 20

Tom Reiser walked off with first place in the 750cc class while Greg Williams beat Tim Fraizer by .01 seconds for top honors in the 500cc class at round five of the Pro Hillclimb Series held at Jefferson.

After a rainout at Freemansburg, Pennsylvania, last week the Class A hillclimbers put on a super show. The hill was in good shape, the traction good and the rides fast.

"Now I know why Earl (Bowlby) keeps doing it over and over. It feels so good," said Reiser about his first win in four years. And this time he didn't break his leg as he did when he won the Canadian National in 1983 and had to sit out the rest of the season when he had had a good shot at winning the U.S. Series.

Reiser was the last rider of the day when he shot off the line, jumped the first breaker and flew on over the hill. He was the only rider to jump the first breaker. His HR750 Harley-Davidson took him over the hill in 5.25 seconds. This beat USA Racing Team teammate Randy Gabriel's time by .58 seconds. Lou Gerencer, also on an HR750, finished third with a 5.74 second ride, just .01 seconds slower than Gabriel's ride. BSA pilot Earl Bowlby finished fourth with a 5.85 second ride and Triumph-mounted Danny Halcomb finished fifth.

STP Special Honda rider Williams squeaked by BSA pilot Fraizer with a 6.09 second ride to win the 500cc class. Triumph-mounted Doug Kreeger was third with a time of 6.72 seconds. David Hale and Ralph Kreeger, also on Triumphs finished fourth and fifth, respectively.

This series ends at Oregonia, Ohio, on October 11. Gerencer leads the 750cc class in the points race for the number one plate. He is closely followed by Bowlby, Gabriel and Reiser.

Results

500: 1. Greg Williams (Hon); 2. Tim Fraizer (BSA); 3. Doug Kreeger (Tri); 4. David Hale (Tri); 5. Ralph Kreeger (Tri); 6. Bruce Sweigart (Tri); 7. Bob Buckmyer (Kaw); 8. Ernie Pellin (Tri); 9. Scott Everett (Tri); 10. Steve Dresser (Suz).
750: 1. Tom Reiser (H-D); 2. Randy Gabriel (H-D); 3. Lou Gerencer (H-D); 4. Earl Bowlby (BSA); 5. Danny Halcomb (Tri); 6. Rick Hunter (H-D); 7. David Newsome (Tri); 8. Jeff Yoder (H-D); 9. Tom Zink (Kaw); 10. Beeze Wendt (H-D).

Roper's win, McLean's title

By Michael Green
Photos By Jim VanCleve and Green

STEAMBOAT SPRINGS, CO, SEPT. 12

Ever want to race at the Isle of Man? How about drive a Grand Prix car at Monte Carlo? Too far? Can't afford it? Well, in Steamboat Springs, you can — race through the streets that is, lamp posts, curbs and all.

For the past four years, the city of Steamboat Springs, along with the MRA have played host to an historic road race. The course winds around 1.9 miles (10 turns) of condominiums and restaurants, on both blacktop and cement, and all at 67 feet above sea level. This year's event, however, was a combo points event, the AHRMA National final, and round nine of the CVRG Championship Series, thus the pressure was on to gain those all important (last chance) National points.

With that pressure, race one of the day would be the hottest, coming down between two California riders; Craig McLean and Bret Morshead, with the East Coasters; Marco Polo and Erich Bley getting a very slim chance at the 350cc Lightweight Championship.

With the bikes grided and the two minute board up, it looked as though Team Obsolete's Marco Polo (AJS 7R) was out even before it started, his engine quit, though luckily starting as the one-minute board appeared. With the flag down it was the WCBR/Hap Jones/Avon/Castrol/Shoei-sponsored Ducati of Morshead pulling the holeshot over Team Obsolete's Dave Roper (AJS 7R) and McLean's Motorcycles Unltd./Castrol/Shoei Manx Norton. The trio being followed by Bill McLain's Honda, and Fred Mork's Mork Racing/Castrol/Shoei-sponsored ex-Lawwill Aermacchi.

By turn two McLean was around Roper and in pursuit of Morshead, both knowing that one of them had to beat the other to take the championship. For four laps the trio ran in that order, seemingly faster each go-around. On lap-five, Roper, with the 7R AJS, put a move on McLean, taking over second and showing McLean the fast way around. Craig followed Roper's every move.

Morshead now knew McLean had dropped back. By lap-seven Roper decided he wanted up front and took



Dave Roper rides through the condo-lined streets of Steamboat.

over the top spot from Morshead. All Morshead had to do now was finish ahead of McLean and the championship was his, so was the honor of fastest lap. All hopes were soon shattered. Halfway through the eighth lap Morshead was still holding on to Roper, but McLean had closed the gap as the trio lapped traffic. As the three entered the chicane; Morshead went in hot, but instead of a small drift, it was now a big slide — right into the hay bales with McLean narrowly making it through. Morshead was sidelined, his gas tank holed and forks bent as all he could do was watch his chance of a National title go to McLean (Morshead is '86 CVRG 350cc Champion and leads '87 points also), and the win to Roper. Roper's teammate Marco Polo finished third some three quarters of a lap back.

Race two consisted of four different classes; F750, Sportsman 750, Pre-'50 and 250cc Lightweight. In the F750 class the championship had already been decided with Pete Johnson beating out Dave Roper and in Pre-'50 class it was again Atlanta's Beno Rodi taking top honors.

The 250cc Lightweight race looked as though it would be a shoot-out like the 350cc Lightweight event. CVRG rider Mike Green against East Coaster Wendall Ware. Ware's race, however, was over before it started. During morning practice the crankshaft in his Ducati leg go, sending him into the hay at turn one ending his day. Green, the Daytona and Mid-Ohio winner, was both disappointed and relieved, saying later, "All I had to do was finish ahead of Wendall and number one is mine." Laguna Seca and Sears Point winner Jeff Hecox (another CVRG Wrecking Crew member along with Green and Walden) had a day almost as bad. Coming to Steamboat third in points, his hopes were high for second in year-end points, but he too lost an engine.

Green's WCBR/Hap Jones/Avon/Castrol/Shoei-sponsored Ducati pulled the holeshot, but Dave Walden on the Mork Racing/Avon/Castrol Yetman-Ducati wasn't going for it, and he tried to stuff Green as they ran through Sportsman 750cc class traffic. For a couple of laps the two put on a show, but Green later slowed (to save his motor). Knowing the points situation, he let Walden run away, bringing him into second in National points. From pit side it looked as though Walden slowed on the last few laps, not bothering to lap third, fourth or fifth positions of Gordon Pulis, John Hayes and Ken Baker.

In the Sportsman 750cc class, Bob Marquardt beat out Robert Smith for the win.

In race three, 17 500cc Sportsman machines lined up for their final. "Wrecking Crew" member Dan Phillips, aboard a BSA B50, pulled the holeshot over fellow member Dave Walden's T100 Triumph, with Barry Messenger in tow, also T100 mounted. Points leader Glenn Towery (Triumph T100) wasn't having a good day, and his chance of a top finish dropped with each lap as he overcooked a number of turns, each time reentering the course only to finish 16th.

Up front Walden had taken the lead from Phillips, while Messenger still held a secure third. Another California rider, Dan Cartwright with the Chicken Ranch Racing Triumph, was slowly moving up from a bad start and was now hounding John Scott for fourth.

The largest grid of the day was the long awaited Premier 500 event, boasting 19 starters. At first it was thought this race wouldn't be very exciting, as the 500cc championship in all reality had gone to Johnson and his Fast-by-Farrachi Drixton-Honda. Obsolete's Roper was first away, taking Johnson, McLean, Dan Phillips and Green (250 WCBR-Ducati) in tow. Immediately, Roper started pulling away from Johnson, while McLean's G50 Matchless put a small margin on Phillips' BSA.

By turn five on lap two Green's rear brake arm snapped and he pulled off a lap later, leaving Fred Mork's 350 Aermacchi in fifth. On lap three, Mike Wilson, on a borrowed BSA Goldstar, was round the lightweights of Mork and McLain (Honda), but couldn't catch Phillips. Not too far behind, and also making ground was the other Team Obsolete G50 of Marco Polo, now up to sixth. With six laps to go McLean overcooked the very tight left hand hairpin (turn one), locking the wheels and sliding past the turn with right-lock on, then high-siding at an almost standstill. McLean quickly picked it up and pushed off to restart right in front of Phillips, who was now third. McLean roared off at breakneck speeds, catching and repassing Phillips in under two laps, while making time on Johnson. Roper took the win with a 23-second margin over Johnson while McLean finished third, some nine seconds back.

Results

L/W 1 350: 1. Dave Roper (AJS); 2. Craig McLean (Nor); 3. Marco Polo (AJS); 4. Bill McLain (Hon); 5. Fred Mork (Aer).
SPTSMN 500: 1. Dave Walden (Tri); 2. Dan Phillips (BSA); 3. Barry Messenger (Tri); 4. Dan Cartwright (Tri); 5. John Scott (Tri).
L/W 2 250: 1. Dave Walden (Duc); 2. Mike Green (Duc); 3. Gordon Pulis (Duc); 4. John Hayes (Duc); 5. Ken Baker (Duc).
PRE 1950: 1. Mike Smith; 2. Beno Rodi; 3. Al Knapp; 4. Dennis Leggett.
PREM 500: 1. Dave Roper (Mch); 2. Pete Johnson (D-H); 3. Craig McLean (Mch); 4. Dan Phillips (BSA); 5. Mike Wilson (BSA).
L/W 3 175: 1. Henry Deaton (Hon).
PRE WAR: 1. George Wilson (Ind); 2. Beno Rodi (BSA).
F 750: 1. Dave Roper (BSA); 2. Pete Johnson (Hon).
SPTSMN 750: 1. Bob Marquardt (Nor); 2. Robert Smith (Tri); 3. Lee Parker (Tri); 4. Mark Barrett (Tri).

Hamonn takes Cactus Flats Trials victory

By Peter Croft

BIG BEAR, CA, SEPT. 13

Tom Hamonn showed that he had gained something from his recent U.S. National trials competition by taking first place in the Expert class at the Plonkers Back to School trial at Cactus Flats. Hamonn scored 39 points and finished 11 points ahead of Fantic-mounted Dave Pyle. Ole Thordarson scored third with 55 points.

The Cactus Flats terrain is mainly typical southern California trials material, involving huge sandstone rock slabs. Because of this type of terrain some sections appeared much worse than they really were. Section seven for Experts was not one of these sections. Many Expert riders consulted each other as to the best line to take. The line that enabled the riders to continue through the section involved a five foot shear drop off with only a bike length available to start a steep left turn up a 10 foot high banked rock wall. Jodi Richardson broke the ice with a three for the first Expert rider to reach the end flags. Both Hamonn and Pyle scored less than a three here on their first rides.

Senior Advanced rider Art Webster once again battled his way through to first with 84 points lost. Gary Conrad, aboard a new Fantic 303, was riding well on the first two loops although he couldn't match Webster's final loop and had to settle for 91 points and third place behind Jack Hemingway.

Thomas Englehart dominated the Intermediate class aboard his 350 Yamaha with only 26 points. Second place went to Clive Hannon with 38 points, who is now used to his Merlin. Walt Robles had a hard day but managed to finish in third place.

The Novice class battle for first place was decided on the last loop by total cleans, with David Rector claiming first, with six points and 26 cleans. Brad McClellan was second with six points and 25 cleans. Third place honors were snatched up by Guy Ward with 10 points lost.

Stacy Sargent dropped only three points to win the Beginners class. Del Harland scored 17 points and nearly had his winning streak smashed by Al Nourian with 18 points in the Senior Beginners.

Results

EX: 1. Tom Hammon (Yam) 39 pts.; 2. Dave Pyle (Fan) 50; 3. Ole Thordarson (Yam) 55.
SR ADV: 1. Art Webster (Yam) 84; 2. Jack Hemingway (Yam) 89; 3. Gary Conrad (Fan) 91.
INT: 1. Thomas Englehart; 2. Clive Hannon (Mer) 38; 3. Walt Robles (Bet) 80.
NOV: 1. David Rector (Yam) 6; 2. Brad McClellan (Yam) 6; 3. Guy Ward (Yam) 10.
SR NOV: 1. Bob Thornton (Hon) 7; 2. Dave Stanley (Yam) 9; 3. Terry Baker (Bet) 25.
BEG: 1. Stacy Sargent (Mon) 3; 2. Phillip Camitses (Yam) 8; 3. Dean Hambride (Mon) 20.
SR BEG: 1. Del Harland (Yam) 17; 2. Al Nourian (Yam) 18; 3. Dean Hambride (Mon) 20.

Mork tops Premier 500 at Steamboat MX

By Michael Green

STEAMBOAT SPRINGS, CO, SEPT. 11

CVRG Wrecking Crew member Fred Mork pulled off a come-from-behind win on a beautifully prepared Mork Racing/Castrol/Shoei-sponsored 500cc ESO single during round-three of the California Vintage Racing Group's Championship MX Series, held in the mountains of Steamboat Springs.

This year's event was held in a large field located below Saturday's road race course, and was promoted by Steamboat's own Timberline Trailriders. Thanks to the city, Timberline and CVRG volunteers, plus Dick Mann, a great course was laid out with ribbons and hay bales. Most of the track was fairly smooth, but there was one very tricky section — just as it had been in the early '60s. This year's event pulled over 120 single entries.

Team Obsolete's Marco Polo, aboard a newly-restored Matchless G50-MX, grabbed the holeshot in the first moto of the Premier-500 (Pre-

PHOTO BY PETER CROFT



Tom Hammon won the Expert class at the Cactus Flats trials.

'65) Amateur race, followed closely by Beno Rodi's Indian-Velo single while Mork and Larry Ubaldi were both caught off guard, getting away late.

After the start, Ubaldi, Matchless mounted, and Mork were away and charging hard to make lost ground on the G50 of Polo. Mork finished third in moto one, while Ubaldi took first Expert.

In the second go around, Ubaldi and Mork took the lead, with Beno Rodi and Polo in tow. Mork took the win over Rodi, with Polo down to third, while Ubaldi again took the win in the Expert class.

Earlier in the day the Vet (Expert) race was held for old bikes of any size, and riders over 30. Since the grid was full of Pre-'74 two-strokes, it was surprising to see a four-stroke third in turn one, and first by turn two. Californian Butch Cochran was at the controls, not on his Triumph 40-inch, but Polo's Team Obsolete Matchless G50.

Lap after lap, Cochran showed just how fast the early 1960s, 500cc 325-pound, four-stroke could really go. Wild man Peter Ford, with his 250cc Ossa, had a slow start and climbed no higher than third, even after harrassing the Maico of J. Wessels'. With less than a lap to go, Wessels finally caught Cochran, who looked as if he was getting tired. With seven tight, rough turns left, Wessels' potent Maico barely edged Cochran for the win.

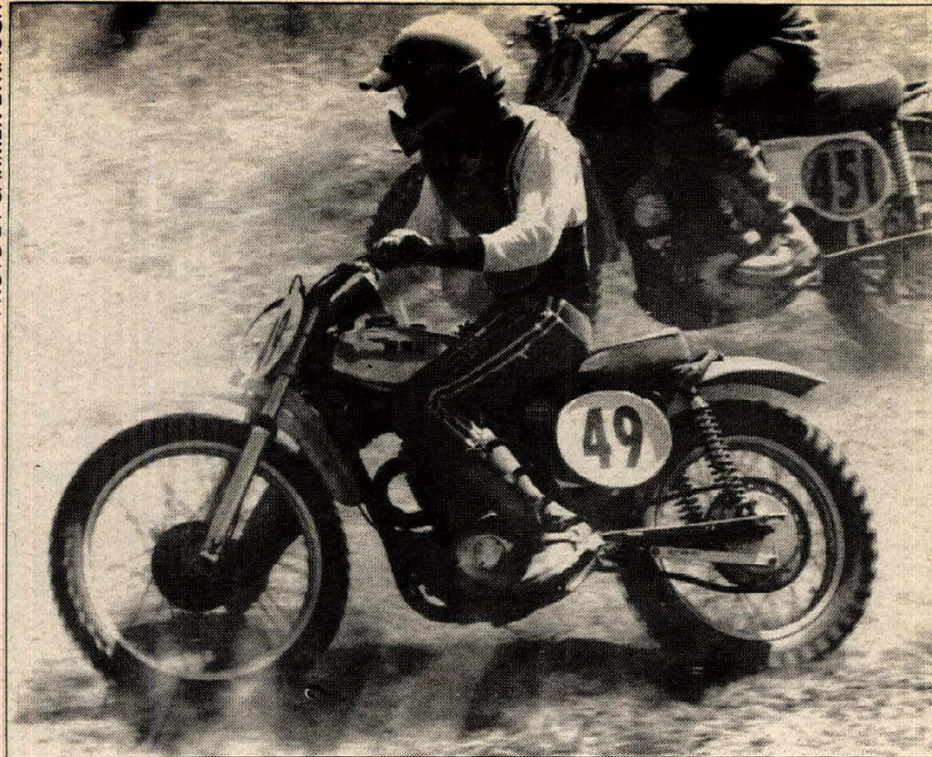
In moto two, Cochran was again the crowd pleaser, plus the favorite for the overall win. But Cochran missed two shifts right off the start, dropping him out of the top six, and Wessels' Maico was out front to stay. Ford was running third again, behind Mike Menesine's CZ. Ford hounded the CZ rider for some laps, but was unable to make any pass stick. Cochran climbed through the ranks to finish fourth on the Matchless.

In Old Timer action, Dick Mann ran away with the program until his motor let go. Mann later said, "It sounded expensive." Bill McClinton took over the top spot aboard a 500cc CCM in both motos, followed by Jim Keeton's CZ.

Results

VET EX: 1. J. Wessels (Mai); 2. M. Menesine (CZ); 3. P. Ford (Oss); 4. B. Cochran (Mat); 5. R. Hanson (Hus).
VET NOV: 1. Klingensmith (CZ); 2. J. Wills; 3. M. Moore (CZ); 4. R. Stickler (Hus); 5. L. Nelson (BSA).
VET AM: 1. McManaway (Yam); 2. Cruttenden (BSA); 3. G. Hill (Yam); 4. L. Larson (Mai); 5. D. Barnhizer (CZ).
OT: 1. B. McClinton (CCM); 2. J. Keeton (CZ); 3. B. Brokaw (Gre); 4. L. Ubaldi (Mat); 5. N. Smith (Tri).

PHOTO BY CARMEN LYNAUGH



Dan Phillips (49) muscles his BSA through a turn in the Veteran Amateur class during the Championship MX Series at Steamboat Springs.

NOV OT: 1. A. Nesshoefer (BSA); 2. L. Johnson (BSA); 3. J. Schultz (Hus).
AM OT: 1. E. Stair (BSA); 2. B. Robi (BSA); 3. S. Anderson (Gre); 4. F. Mork (CZ); 5. B. Burr (Mai).
250 EX: 1. J. Wessels (Mai).
250 NOV: 1. Klingensmith (Hon); 2. Armstrong (Hon); 3. R. Nabors (CZ); 4. E. Kealiher (Pen).
250 AM: 1. J. McManaway (Yam); 2. G. Hill (Yam); 3. D. Barnhizer (CZ); 4. M. Woodward (Yam); 5. Krueger (Hon).
EX PRE 250: 1. Keeton (CZ); 2. J. Sawazhki (Gre).
NOV PRE 250: 1. K. Heuser (Tri).
AM PRE 250: 1. R. Nabors (CZ).
EX PRE 500: 1. L. Ubaldi (Mat).
NOV PRE 500: 1. L. Parker (BSA).
AM PRE 500: 1. F. Mork (Eso); 2. B. Rodi (Ind); 3. M. Polo (Mat).
SPRTMN TWN: 1. Matt Hilgenberg (Tri); 2. B. Cochran (Tri).
125 EX: 1. D. Stewart (Hon); 2. D. Walden (Yam); 3. T. Nickell (Sac).
125 NOV: 1. D. Lane (Hon); 2. T. Dixon (Hus); 3. M. Gravens (Pen); 4. S. Eckers (Hod); 5. S. Winters (Try).
125 AM: 1. Patton (Monrk); 2. R. Wickers (Pen); 3. T. Herman (Pen); 4. M. Green (Hon).
500 NOV: 1. M. Hilgenberg (Bul); 2. D. Kingensmith (CZ); 3. T. Dixon (CZ); 4. D. Noel (CZ); 5. J. Willis (BSZ).
500 EX: 1. J. Wessels (Mai); 2. T. Mitas (CZ); 3. B. Fisher (Mai); 4. E. Kealiher (Pen).
500 AM: 1. B. Patton (Mai); 2. P. Cruttenden (BSA); 3. C. Raygor (Hus); 4. C. McLean (BSA); 5. R. Wilkes (Bul).

Williams, Menser split Pacucah ST wins

By Karen Lewis

PADUCAH, KY, SEPT. 19

Denne Williams and David Menser split wins in the 250cc and Open classes tonight in short track action at Paducah. A large rider turnout was on hand for the WKCRA event.

Williams went to the front of the 250cc main with John Lewis and Menser following down the back stretch. On lap three Menser slipped past Lewis and tried to close the gap on the leader, but laps ran out and Williams took the win. Robbie Grief and Charles Fennell followed Menser and Lewis, rounding out the top five.

Williams holeshot the Open class final with Recil Hart and Menser hot on his heels. The lead trio broke away from the pack and Menser moved around Hart after three laps. Two more laps and Menser drove underneath Williams and never looked back. The final order read Menser, Williams, Hart, David Flowers and Andy Richardson.

Eddie Reagor was in fine form in taking a flag to flag runaway victory in the 125cc class. Joel Barrow took a narrow second after a race long bout with Mike Mayher. Grief, T.J. Burnette and Chuck Allen followed the trio.

Barrow was unstoppable the rest of the night and took the 200cc win over Jimmy Allen. Mike Voss filled the winners circle.

John Sherrard nailed the 80cc class holeshot but Barrow took over on lap two and took the class win. Sherrard ran a good line and stayed second, topping Tommy Hayden, Chris Boone and Burnette.

Aaron Ladd led every lap of the main but came up half a wheel short at the line to Tommy Hayden in the 60cc final. The two riders were a good bit ahead of another tight battle between Jarrod Barrow, Jon Camp and Chris Boone. Barrow came out on top.

Results

SPDWY: 1. Alan Dewey (Jaw); 2. John Gambill (Jaw).
AUTO STK: 1. Jon Camp (Yam); 2. Jenny Hayden (Yam); 3. Nick Hayden (Yam).
AUTO MOD: 1. Jon Camp (Yam); 2. Beau Braswell (Yam); 3. Jason Goodwin (Yam).
65: 1. Tommy Hayden (Kaw); 2. Aaron Ladd (Hon); 3. Jarrod Barrow (Kaw).
80: 1. Joel Barrow (Kaw); 2. John Sherrard (Kaw); 3. Tommy Hayden (Yam).
125: 1. Eddie Reagor (Suz); 2. Joel Barrow (Yam); 3. Mike Mayer (Yam).
200: 1. Joel Barrow (Kaw); 2. Jimmy Allen (Yam); 3. Mike Voss (Yam).
250: 1. Denne Williams (Bul); 2. David Menser (Yam); 3. John Lewis (Hon).
OPEN: 1. David Menser (C-A); 2. Denne Williams (Yam); 3. Recil Hart (C-A).
AM: 1. Shawn Granderson (Yam); 2. Scott Clark (Yam); 3. Chuck Beaumont (Yam).
SR: 1. Karl Meyer (Yam); 2. Alan Dewey (C-A); 3. Lin Granderson (Yam).

Lawson sweeps Panama HS

By Karen Frizzo

PANAMA, IL, SEPT. 20

Can-Am rider George Lawson swept the Senior class at the Panama race track here scrambles. By winning the Senior class, Lawson also wrapped up the Senior class championship. Lester Slightom rode hard but could only manage second in the Senior class.

The best racing of the day came in the 200cc class. With numerous lead changes between Pete Dochwat and Brad Naas. The race came down to the last lap with Dochwat getting the nod.

Other class winners were Dwain Walker in the Open class. Jim Frizzo won the 250cc class, while John Tomanovich once again won the 125cc class. Joe Cordray won his eighth race in nine starts in the Minis, beating Brandon Lapsansky

Results

MINI: 1. Joe Cordray (Kaw); 2. Brandon Lapsansky (Hon).
125: 1. John Tomanovich (Hon); 2. D.R. Cash (Kaw); 3. Steve Chestnut (Hon); 4. Jim McDade (Suz).
200: 1. Pete Dochwat (Hon); 2. Brad Naas (Kaw); 3. Joe Ballin (Kaw); 4. Ron Dilback (Kaw).
250: 1. Jim Frizzo (Hon); 2. Stacy Stewart (Hus); 3. Derek Martin (Hus); 4. Michael Walls (Hus).



Husqvarna's Dan Smith captured the overall victory at the Prairie Dogs M.C.'s Dog Gone It Hare and Hound in Lucerne Valley, California.

OPEN: 1. Dwain Walker (Hon); 2. John Horner (Hon); 3. Mike Frizzo (Hon); 4. Joe Koper (Hus).
SR: 1. George Lawson (C-A); 2. Lester Slighton (Hus).

Williamson whips Wapella MX

By Bill Holt

WAPELLA, IL, SEPT. 20

Todd Williamson had a busy day at the last event of the season at the Bloomington-Normal M.C. club-grounds. Between announcing, scoring, scheduling and working on the track he found time to ride both motos of the Open and the 250cc classes. He proceeded to demolish the competition in all four motos and take the overall in both classes, making him the only double winner of the day.

In the Open class he rode a borrowed Kawasaki to fend off Kevin Lane and John Gano in both motos and in the 250cc A class, which was combined with the 125cc A class, his main competition came from 125cc A pilot David Brill. Brill kept the pressure on throughout both motos but could never overtake the high-flying Williamson. Ron Hindahl was close behind to take the second spot in the 125cc A class and Darren Morgan brought his Sportland Honda home in second in the 250cc A division behind Williamson.

Jess Robinson took back-to-back moto wins in the 50cc class over Shawn Kelley. Jon Rife topped Nick Spierowski and Jess Robinson in back-to-back motos of the 60cc class to grab the overall there.

The 80cc Juniors chased Ben Varnell through both motos as they watched him take the overall in that class. Andy Hendrickson beat John Rife for the second spot. Chance Persons kept Clint Leasch and John Sillery at bay for the overall in the 80cc Senior class.

Greg Griffin was uncatchable in the Senior class, acing Dandy Dave Kelley and Ron Lanthrop who battled wheel-to-wheel all day over second spot. The Vintage class was one of the largest of the day and the overall went to double moto winner Darren Morgan. Cameron Cumpston finished second in both motos. Randy Trowbridge pulled his old ride out of the back corner of the shed to nab the third spot.

Tony Parkhill topped both motos of the 125cc B class to take the overall but the action behind the stylish

Parkhill was fast and furious. When the final scoring was done it was Wes McClara with a 6-2 day taking the second spot over Scot Foster who posted a 5-3 finish to take third.

In the first 250cc B moto Cameron Cumpston looked like A class material leading Paul Hofreiter and Jon Hafermann home. In the second moto Cumpston seemed to run out of gas a little but some of it must have been taken by Brad Gustafson. Gustafson blasted out of the gate and slowly pulled away from the field, pushing the top riders of the first moto back a notch. Cumpston did have enough for the overall win with Hofreiter taking second.

Results

50: 1. Jess Robinson (Yam); 2. Shawn Kelley (Kaw).
60: 1. John Rife (Kaw); 2. Nick Spierowski (Kaw); 3. Jess Robinson (Kaw); 4. Brandon Roberts (Kaw); 5. Kelby Trowbridge (Kaw).
80 JR: 1. Ben Varnell (Kaw); 2. Andy Hendrickson (Suz); 3. John Rife (Kaw); 4. Jason Northrup (Kaw); 5. Ben Varnes (Kaw).
80 SR: 1. Chance Persons (Hon); 2. Clint Leasch (Hon); 3. John Sillery (Hon); 4. Mike Ryan (Suz).
125 B: 1. Tony Parkhill (Hon); 2. Wes McClara (Hon); 3. Scot Foster (Hon); 4. Jason Smith (Hon); 5. Stacey Shelton (Kaw).
250 B: 1. Cameron Cumpston (yam); 2. Paul Hofreiter (Hon); 3. John Hafermann (Kaw); 4. Brad Gustafson (Hon); 5. Steve Dubosh (Hon).
VINT: 1. Darren Morgan (Hon); 2. Cameron Cumpston (yam); 3. Randy Trowbridge (Suz); 4. Greg Melka (Suz); 5. John Wollenschlager (Yam).
125 A: 1. David Brill (Kaw); 2. Darren Morgan (Hon).
250 A: 1. Todd Williamson (Kaw); 2. Ron Hindahl Jr. (Hon).
OPEN: 1. Todd Williamson (Kaw); 2. Kevin Lane (Hon); 3. John Gano (Kaw).
SR: 1. Greg Griffin (Cag); 2. David Kelley (Kaw); 3. Ron Lintheid (Hon); 4. Gary Kennedy (Kaw); 5. Robin Roberts (Kaw).

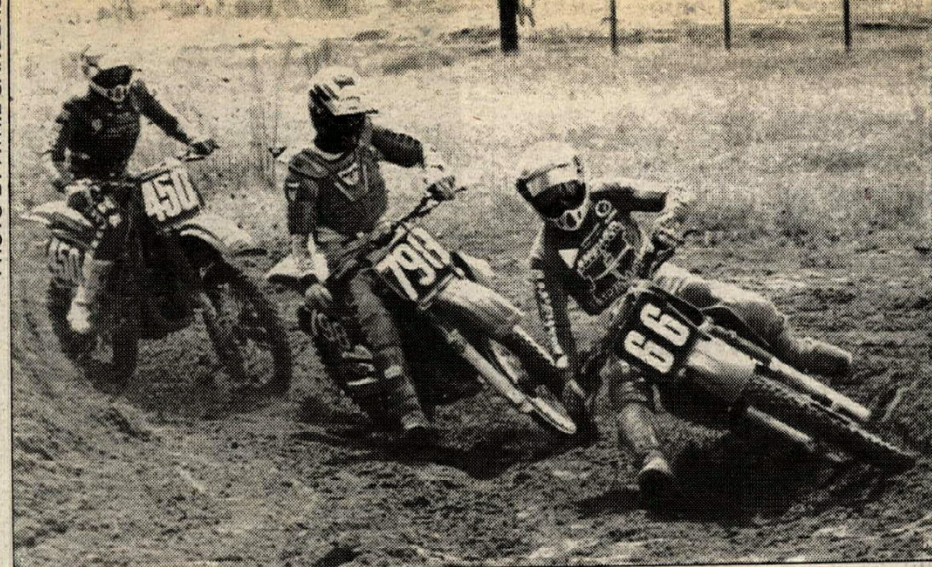
Smith sails in "Dog Gone It" H&H

By Anne & Tom Van Beveren

LUCERNE VALLEY, CA, SEPT. 20 Team Husqvarna's Dan Smith scored a wire-to-wire win at the "Dog Gone It" Hare & Hound, sponsored by the Prairie Dogs M.C. and held at Cougar Buttes.

After leading over 70 dusty miles that ranged from hard-on-the-gas roads to rock-littered, enduro-type trails, Smith's lead was cut to the bone when he lost the trail just a few miles from the finish line.

"Everything was going fine until right at the end of the second loop," Smith said. "Dan (Ashcraft) and I both got lost coming back in and spent about a minute or a minute and a half looking for ribbon. We ended up finishing in the same order that we went into it, but I only had



Tom Rice (66), Glenn Somerville (798) and Chris Locke (450) battle in the 125cc A class at Gatorback Cycle Park in Gainesville, Florida.

about 30 seconds over him at the end. It was pretty close."

Smith got his 430XC off to a flying start and was dicing it out for the lead with Team Honda's Ashcraft as the front-runners reached the bomb. The course hit a fast section just after the bomb and Smith was out in front with Vet 250cc pilot Mark Zoller and Ashcraft hard on his heels.

The terrain got tighter and the pace slowed for the second half of loop one, but Smith did not miss a beat. He completed the 37-mile section in just under an hour and headed off into the 32 miles of loop two, a full minute ahead of Ashcraft.

Darren Cartwright had recovered from a dismal start and worked his way up to grab third overall, just two minutes behind Ashcraft as the racers headed into pit row, while Don Griewe rocketed from 11th at check one to claim fourth. Paul Krause held the number five spot, and Eric Hallgath had the 125cc lead in 11th overall.

The rocks and technical terrain of loop two marked a complete change from the fast-paced sand of the first loop.

Six miles into the second loop, Smith was still out in front and had stretched his lead to a minute and a half over Ashcraft. Griewe moved up to grab third overall from Cartwright but an almost bald rear sprocket forced the hard-charging Kawasaki pilot to drop out of the race just a few miles later putting Cartwright back into third. But then it was Krause's turn to come storming through and Cartwright ended up in fourth again, battling it out with the fast rising Mike McDonald.

Smith was still going strong as the course wove through serpentine trails above Anderson Dry Lake. Ashcraft held second, Krause had opened up a one-mile lead over Cartwright, and Thomas had moved up to claim fifth.

But Smith's trouble-free ride bit the dust with less than 10 miles to go.

"I just ran out of ribbon," said the Husky ace, "and then (Dan) Ashcraft arrived and the two of us spent a couple of minutes riding around trying to find the trail. I came out of it first and from there it was full speed to the finish line."

After 70 miles of grueling racing, Smith powered in to take the checkered flag with just 30 seconds to spare.

Krause crossed the finish line just two minutes behind Ashcraft to capture third overall.

Cartwright took the 250cc honors in fourth overall, while fifth overall and second in the 250cc division went to Thomas, who described his race

as "eating dust and picking people off."

Sixth overall and the win in the 125cc class went to Yamaha-mounted Eric Hallgath.

Results

O/A: 1. Dan Smith (Hus); 2. Dan Ashcraft (Hon); 3. Paul Krause (Hon); 4. Darren Cartwright (Yam); 5. Cliff Thomas (Yam); 6. Eric Hallgath (Yam); 7. Mike McDonald; 8. Ron Shuler; 9. Brett Howell; 10. Mark Zoller (KTM); 11. Jim Eveland.
OPEN EX: 1. Dan Smith (Hus); 2. Dan Ashcraft (Hon); 3. Paul Krause (Hon).
250 EX: 1. Darren Cartwright (Yam); 2. Cliff Thomas (Yam); 3. Brett Howell (Kaw).
125 EX: 1. Eric Hallgath (Yam); 2. Ron Jennings (Yam).
VET OPEN EX: 1. Mike McDonald (Kaw).
VET 250 EX: 1. Mark Zoller (KTM).
SR EX OPEN: 1. Steve Kirk; 2. Ron Paproski; 3. Dick Meyer.
SR EX 250: 1. Larry Gordon; 2. Al Guzman; 3. Dave Kersting.
S/SR EX: 1. Curt Horst.
WMN EX: 1. Vicki Scott (Kaw).
SR AM: 1. Sam Gregory.
NOV 250: 1. David Graham (Hon).
BEG OPEN: 1. Bob Clifton (Hon); 2. Jared Anderson (Yam).
BEG 250L: 1. Tony Cooksley.

Brown claims Gainesville MX win

By Athie Sanders

GAINESVILLE, FL, SEPT. 18

Chris Brown claimed the overall win in the 85cc 7-12 year-old class during round one of the World Sports-promoted Florida State Championship Gold Cup Series at Gatorback Cycle Park.

Michael Allred was fastest off the line at the start of the first moto but fell in the first turn allowing Brown to charge by with Eddy Ray and Josh Latina in tow. Brown pulled an impressive lead by the end of lap one then rode out front to the win. Chad Chancey sandwiched between Ray and Latina and the three battled to the end without change in positions. Matt Harrell followed to finish fifth.

Moto two was red-flagged after the first lap.

Brown said, "I got squirrely in a big rut after the gate. But I got the lead in the first turn. Eddie (Ray) and Matt (Harrell) crashed right after I passed Eddie. They red-flagged us at the end of the first lap because of the wreck."

Brown also said, "We started again and I got the holeshot. But I fell in the back section of the track. My front wheel got stuck in the mud, and that pitched me over my handlebars. I got up pretty quick. No one passed me."

Chancey claimed second overall with his second place moto finish ahead of Steven Eller, Latina and Tony Haynes.

Glenn Somerville holeshot the first 125cc A moto but Tom Rice took the lead then ran away to the win. Somerville held the second place position to the midway point when he dropped back to the end of the pack. Chris Locke battled to hold off

Earl May while Lonnie Tucker moved in on them. Tucker passed May at the bottom of the hill just before the final flag.

Rice holeshot moto two then cruised to the win. May rode in the second place position. Tucker went down, taking the heat off May. Locke's third place moto finish netted him second overall ahead of May.

Hart, McCormick top Oregon MX C'ship

By Clay Light

ALBANY, OR, SEPT. 13

Grayson Hart and Jason McCormick were among the elite at the Oregon State Motocross Championship, held at Albany Supercross. Hart topped a huge field of professionals in a combined Pro Championship class while McCormick won the 80cc Intermediate and 60cc Expert events.

The best race of the day's program was the combined Pro Championship class; Up for grabs was a \$500 purse. Tony Graves led the first moto at the drop of the gate with Hart, who was making his Honda Support debut, giving chase. The duo took the entire moto to decide the outcome. Hart pushed past, but began to tire and allowed Graves to close a small deficit on the last lap. With the checkered flag in sight, Graves made a spectacular move across the finish line to take the win with Hart, Nicky Blasedell, Gary Beyer and Dana Anderson filling the top five positions.

Moto two saw Hart jumping into the lead on his Hillsboro Honda/PBI/Shoei-supported CR500 with Graves and Ron Sun in tow. Hart wasn't to be stopped in this moto and rode to a convincing win in the 20-minute plus two-lap event and took three overall. Second in the moto and the overall went to Graves with Blasedell's consistent 3-3 postings netting third overall. Anderson took fourth via 4-5 rides and Beyer fifth.

In the 125cc Pro class Graves dominated both motos to take a 1-1 overall, beating Beyer and Hart, who was third after 6-3 performances.

McCormick, easily topped good-sized fields of riders in the 60cc and 80cc classes. In the 60cc class, McCormick logged major air-time en-route to a double moto demolition over intermediate Eric Burkinshaw and Todd Kibble. In 80cc action, Honda-mounted Rich Browning was McCormick's closest competition.

The Old Timer's are one dedicated bunch of "old men". For the big races such as this, they seem to come out of hibernation. Several impressive performances were logged during the day. "Blazin' Bill" Naylor (Yamaha) came out on top for the overall win in the Old Timers class and first Expert, while "Jammin' Jim" Newman and Mike Reuther topped the Intermediate and Junior portions, respectively.

Results

PRO C'SHIP: 1. Grayson Hart (Hon); 2. Tony Graves (Hon); 3. Nicky Blasedell (Kaw); 4. Dana Anderson (Hon); 5. Gary Beyer (Kaw).

125 PRO: 1. Tony Graves (Hon); 2. Gary Beyer (Kaw); 3. Grayson Hart (Kaw); 4. Dana Anderson (Hon); 5. David Browning (Hon).

125 INT: 1. Jeff Daily (Kaw); 2. Ed Jensen (Hon); 3. Bobby Steiner (Kaw); 4. Lance Rudge (Kaw); 5. Chad Gravelle (Kaw).

250 INT: 1. Jeff Daily (Hon); 2. Bob Steiner (Kaw); 3. Aaron Boehmer (Hon).

80 INT: 1. Jason McCormick (Kaw); 2. Rich Browning (Hon); 3. Adam West (Kaw).

60 INT: 1. Eric Burkinshaw (Kaw); 2. Todd Kibble (Kaw); 3. Nathan Gravelle (Hon).

OPEN JR: 1. Mike Burke (Hon); 2. Jim Parks (Hon); 3. Joe Nelson (Hon).

250 JR: 1. Terry Hamness (Kaw); 2. Ron Westlake (Hon); 3. Joe Casey (Kaw).

125 JR: 1. Chad Berry (Hon); 2. Mike Crader (Hon); 3. Dan Mathis (Yam).

80 JR: 1. Travis Berry (Hon); 2. Forrest Trans (Yam).

60 JR: 1. Robert Kitterman (Kaw); 2. Doug McKuhn (Kaw); 3. Jason Parks (Kaw).

PHOTO BY CLAY LIGHT



Jason McCormick topped the 80cc Intermediates in Albany.

30-40 INT: 1. Mark Dickey (Kaw); 2. Doug Wiley (Hon); 3. Doug Tuller (Kaw).
30-40 JR: 1. Ryan Taylor (Hon); 2. Gary Backstrom (Hon); 3. Steve Baze (Hon).
30-40 PRO: 1. Gary Beaver (Kaw); 2. Jim Parks (Hon); 3. Jim Lamkin (Hon).
UTH: 1. Joe Nelson (Hon); 2. Joe Casey (Kaw); 3. Don Schneider (Hon).
P/W: 1. Brett Limbeck (Yam); 2. Lisa Tuller (Yam); 3. Jon Beaver (Yam).
OTEX: 1. Bill Naylor (Yam); 2. Charles Standeford (Hon).
OT INT: 1. Bill Newman (Suz); 2. Jim Debevan (Hon); 3. Don Colt (ATK).
OT JR: 1. Mike Reuther (Suz); 2. Don Burkin (Hus); 3. Gry Troglin (Kaw).

Ienatsch tops Willow YSR50 race

By Terry Whytal

ROSAMOND, CA, SEPT. 13

Moto-journalist Nick Ienatsch was today's big winner at the SMX-sanctioned YSR50 mini road race at Willow Springs. Ienatsch first bested a tough field of Middleweight Advanced riders then ran away with the Advanced Modified win on board his stock machine.

"I hope it gave 'em something to think about," commented Ienatsch later about his Modified win on a stock YSR.

In Novice Heavyweight action Tom Clark was the rider to beat but no one was able to as he swept both heats over Mike Sokoloff. Clark and Sokoloff spent most of the day within just a few feet of each other and Sokoloff nearly threw a bike away several times as he tried to find a way past the faster starting Clark. Sokoloff had to settle for second overall with Russ Kurisu taking third.

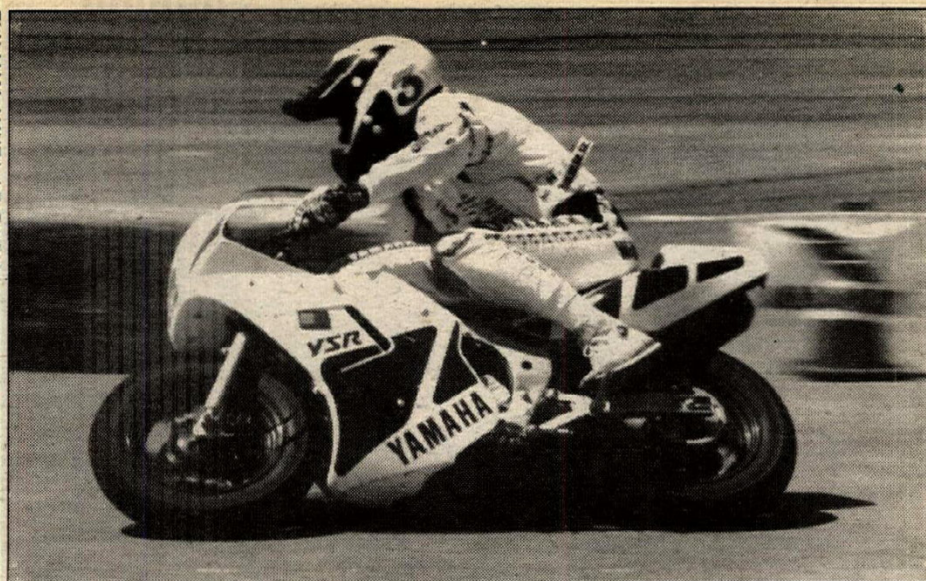
The Novice Middleweight Division One race went to Russ Bond who put together two nearly flawless rides to sweep the class. Second went to Tom Cosley with Daniel Grotz placing third.

Novice Middleweight Division Two was a bit more hectic as the lead changed many times in each heat. Chris Roldan outpointed his rivals to take the win over second place Steve George. Jeff Wolfe rounded out the top three.

Incredibly, in only her second YSR50 race, motocrosser turned road racer Vicky Jackson topped the Novice Lightweight event. A native of Yorkshire, England, Jackson diced her Bellflower Yamaha-sponsored machine to a first heat victory and backed it up with a second heat third despite tangling with hay bales and having to come from behind to run with the lead duo. Scott Charles' 4-1 score gave him second overall with Juan Gonzales taking third.

Jackson was back on the attack for the Women's race as she swept both heats to take the victory. Her top competition came from Sue Sittman who had to settle for second as she rode with a banged up knee. Jolene

PHOTO BY TERRY WHYTAL



Motocrosser-turned-road racer Vicky Jackson won the Novice Lightweight division during the YSR50 mini road race at Willow Springs.

Kuritsu took second ahead of Ellen Taylor with Tara Seslar rounding out the top five.

The Lightweight Advanced class featured a close running duel between Dennis Horton and Henry Rodarte. The two riders were so evenly matched that Horton's better second moto start gave him the edge to win. Third overall went to Terry Whytal.

Results

L/W ADV: 1. Dennis Horton; 2. Henry Rodarte; 3. Terry Whytal.

M/W ADV: 1. Nick Ienatsch; 2. JR Hess; 3. Mark Petersen.

WMN: 1. Vicky Jackson; 2. Sue Sittman; 3. Jolene Kurisu.

L/W NOV: 1. Vicky Jackson; 2. Scott Charles; 3. Juan Gonzales.

M/W NOV D-1: 1. Russ Bond; 2. Tom Cosley; 3. Daniel Grotz.

M/W NOV D-2: 1. Chris Rolden; 2. Steve George; 3. Jeff Wolfe.

H/W NOV: 1. Tom Clark; 2. Mike Sokoloff; 3. Russ Kurisu.

MOD: 1. Nick Ienatsch; 2. JR Hess; 3. Henry Rodarte.

Saunders tops Ft. Mitchell MX

By Hugh Catlin

FT. MITCHELL, AL, SEPT. 20

Honda rider Steve Saunders posted a 2-1 moto tally to take first overall in the 125cc B class at round two of Ft. Mitchell's Fall MX Series, and Columbus House of Yamaha-backed Shannon Brooker swept both Senior Mini motos to maintain his lead in the point standings.

After leading the first 125cc B moto from start to finish, point leader Tony Bishop faced his stiffest challenge to date in the second heat. Kawasaki mounted Bishop grabbed the holeshot with Saunders hard on his heels. For five exciting laps Bishop held his ground on the straights and kept Saunders at bay in the turns. On the last lap, Saunders pulled even and dove underneath Bishop to take the win.

In 125cc C racing, Steve Greer held the early lead in the first moto. Honda rider Casey Hoover passed Greer over the staircase jump and went on to win. Morel Barr finished second.

Hoover took command of the second race and led from start to finish. Barr dived with Tom Haliburton before going on to another second place finish.

Results

SR MINI: 1. Shannon Brooker (Yam); 2. Bob Long (Kaw); 3. Joey Crawford (Kaw); 4. Jason Bragg (Hon); 5. Mitchell Moorer (Hon).

125 C: 1. Casey Hoover (Hon); 2. Morel Barr (Yam); 3. Tom Haliburton (Kaw); 4. Steve Greer (Yam); 5. Jim Green (Hon).

250 B: 1. Scott Chambers (Hon).

250 C: 1. Mike Hamilton (Hon); 2. Dwight Duke (Kaw); 3. John Blue Smith (Hon).

OPEN: 1. Hugh Gatlin (Hon).

ENDR: 1. Jason Bragg (Hon); 2. John Bragg (Hon).

125 B: 1. Steve Saunders (Hon); 2. Tony Bishop (Kaw); 3. Bobby Hearn (Hon); 4. Tony Ryland (Yam).

JR MINI: 1. Jason Janney (Hon); 2. Byran Johnson (Kaw).

60: 1. Allen Smith (Kaw); 2. Byran Johnson (Kaw); 3. Brandon Hart (Hon).
P/W: 1. Jeremy Nevels (Suz); 2. Mark Ragsdale (Yam); 3. Ray Perkins (Suz).

Davis wins Dixie Speedway Regional ST

By Mark Mitchell

WOODSTOCK, GA, SEPT. 20

Willie Davis took the lead in turn three on the first lap of the main event and never looked back to take the win at Dixie Speedway's Regional Short Track, held in Woodstock. Davis crossed the line six bike lengths ahead of David Hebb, who was followed closely by David Miller, Tammy Kirk, and Bobby Lewis.

Expert heat number one saw plenty of action after Garth Brow got the holeshot, followed by Miller and Bobby Nichols. Miller put the pressure on Brow until turn three on lap five when he finally slipped by for the lead. Miller went on to win followed by Brow and Lewis.

In Expert heat number two, local favorite Kirk, the only female AMA Expert in America, got the holeshot and held off Davis in the fastest heat of the day to take the pole in the main.

The 12-lap Pro-Am main was won by David Reeves with Mark Van Hausen second and Micky Rusdon third. Reeves came off the line third but quickly put the move on both Kenny Barr and Rusdon on the back straight during lap one and never looked back. David Reeves' win put him one point ahead of Van Hausen in the regional points' chase.

The 14-lap Junior main was won by Steve Saunders, who was followed home by Tommy Majeski and Wes Long. Saunders led from wire-to-wire with Majeski nipping at his heels the entire race.

In the 16-lap Expert main, polesitter Kirk got the holeshot followed closely by Miller, Davis and Brow. Davis made a strong move in turn three on the first lap to take the lead by passing both Miller and Kirk at once. Davis then opened a six bike length lead and held on for the win. Back in the pack, Hebb was making his move after coming off the line in fifth position. He quickly picked off Brow and Miller and set his sights on Kirk. Hebb caught Kirk in turn three on lap two and passed her easily, but could never reel in Davis. The remaining laps were uneventful as Davis maintained his lead over Hebb and Miller and cruised to the win.

Results

EX: 1. Willie Davis; 2. David Hebb; 3. David Miller.

JR: 1. Scott Saunders; 2. Tommy Majeski; 3. Wes Long.

PRO-AM: 1. David Reeves; 2. Mark Van Hausen; 3. Micky Rusdon.



PHOTO BY SCOTT DALOISIO

Dubb Ferrell uses his front tire to massage the left wrist of Tuff McBride during Speedway action at IMS.

Barrow wins three at Sturgis ST

By Karen Lewis

STURGIS, KY, SEPT. 20

Joel Barrow was a three class winner today at the Sturgis short track. Barrow took the wins on a dusty track that saw Denne Williams and Jon Camp also take double wins.

Barrow's first win came in the 80cc class. After overtaking early leader John Sherrard he cruised in for the win. Sherrard was dropped to third by Tommy Hayden while T.J. Burnette and Chris Boone filled in the top five.

Barrow dialed in the start of the 125cc main and led every lap in taking the win. Burnette was second for the distance over Chuck Allen. Barrow topped Jimmy Allen for the 200cc class win.

After passing Scott Clark for the 250cc win Denne Williams went to the front of the Open class. John Clark shadowed him the entire way but came up a few feet short at the line. David Flowers filled the winners circle with Jeff Kluge fourth.

Results

AUTO STK: 1. Jon Camp (Yam); 2. Beau Braswell (Yam); 3. Nick Hayden (Yam).
MOD AUTO: 1. Jon Camp (Yam); 2. Beau Braswell (Yam); 3. Joshua Knott (Yam).
65: 1. Tommy Hayden (Kaw); 2. Aaron Ladd (Hon); 3. Chris Boone (Kaw).
80: 1. Joel Barrow (Kaw); 2. Tommy Hayden (Yam); 3. John Sherrard (Kaw).
125: 1. Joel Barrow (Yam); 2. T.J. Burnette (Yam); 3. Chuck Allen (Yam).
200: 1. Joel Barrow (Kaw); 2. Jimmy Allen (Yam).
250: 1. Denne Williams (Bul); 2. Scott Clark (Kaw); 3. Joel Barrow (Yam).
OPEN: 1. Denne Williams (Yam); 2. John Clark (C-A); 3. David Flowers (Suz).
AM: 1. Shawn Granderson (Yam); 2. Scott Clark (Yam); 3. Chuck Beaumont (Yam).

Schwartz dominates IMS Speedway

By Scott Daloisio

SAN BERNARDINO, CA, SEPT. 16 Bobby Schwartz, the defending National Speedway Champion, continued his domination of Southern California Speedway when he posted his ninth Cycle Rider, Inc. Scratch main event win at John LaDouceur's Inland Motorcycle Speedway. The "Boogaloo Kid" won two of his three Scratch rides.

Bobby Ott had the pole for the main with Schwartz out of two, John Sandona in three and Gary Hicks out of four. When the tapes went up, Schwartz pushed his Budweiser/Silkolene/C.T.I. Brace/Justice Brothers/Answer Products Weslake into the lead ahead of Ott, Hicks and Sandona. Hicks gave Ott an early worry as he tried to move by on the

back chute on lap one. Ott fought him off and when Hicks found some unneeded traction in turn three, he hooked up and went down just in front of the crashwall.

Ott continued to stalk the leader and slowly closed the gap on the third circuit. He closed but not enough to make a serious challenge, so it was Schwartz for his ninth IMS Scratch main of the year. Ott, a length and a half back, took second with Sandona third and Hicks getting the wrap up.

Scott Brant got up from a grinding crash in his Handicap semi to win that event and later in the evening, the Handicap main. In fact, Brant swept the Handicap portion of the program.

Ott made both mains but he almost had to sit out the Handicap eight lapper when his motor would not fire. Jay Gianetti set the pace off the start over Brant and Billy Hamill. Hamill was passed by Andy Northrup and Tuff McBride at the end of the first lap but he advanced back by McBride on the second revolution. Brant got by Gianetti for the point position and then Gianetti had his right foot peg break off forcing him to pull out of the event. Brant, riding the Tuna Ent./Amazon Trading/Cirello Racing/Mesa Bearing/Brant Eng. Weslake, had assumed a commanding lead and he was going to be hard to catch.

Northrup was in second spot but he hooked up and wheeled off turn two on the fourth lap. By the time he brought the front wheel back down, he had dropped from second to fifth. McBride took over the second spot while Hamill and Brad Oxley went at each other for third. They continued to battle until lap six when Hamill hooked up and wheeled in the same place that Northrup did. Hamill, like Northrup, brought his front tire back down but his chain derailed by the end of the lap and he joined Gianetti on the infield.

When the checkered ended the event it was Brant with a huge lead over McBride, Ott and Oxley.

Johnny Walker won his first IMS main of the season when he took the Stillwell Trucking/Acuracut Cabinets Jawa to the win in the Support class main. The "Flying Chicano" Tony Gomez won his first IMS main of the year when he steered the Preferred Detail Jawa to the win in the Third Division action.

Results

SCRATCH: 1. Bobby Schwartz (Wes); 2. Bobby Ott (Gdn); 3. John Sandona (Wes); 4. Gary Hicks (Wes).
HDGP: 1. Scott Brant (Wes); 2. Tuff McBride (Jaw); 3. Bobby Ott (Gdn).



PHOTO BY GARY CRIDER

Dan Lipscomb (43) topped the Open class at Rome Cycle Ranch.

SUP: 1. Johnny Walker (Jaw); 2. Mike Dalbey (Jaw); 3. Jimmy Gentile (Wes).
D-3: 1. Tony Gomez (Jaw); 2. Wayne Manchester (Wes); 3. Bobby Stillwell (Wes).

Hawkins, Lipscomb romp at Rome Cycle Ranch MX

By Gary Crider

ROME, GA, SEPT. 20

Round three of the Georgia Cycle Supply GA/AL Fall MS Series saw Tim Hawkins and Dan Lipscomb take hard-earned wins in the 250cc C and Open B divisions, respectively, at Rome Cycle Ranch. Alabama's Darryl Heisler won both A classes while Ryan Reynolds and Chance Matthews claimed double victories in their respective Mini divisions.

Tony Morris nailed the opening 250cc C holeshot but Hawkins sliced through early-lap traffic and took the lead from Morris on the second lap. Hawkins held on for the win while Morris ran into trouble and was fourth at the finish behind Cliff Evans and Steve Jones.

Hawkins secured his overall victory with a second place finish in the final moto while Morris' 4-1 tally netted runner-up honors in a tied score over Jones' 2-3 score. Hawkins now leads the points race over Jones.

Lipscomb, in his third time out on his new Open class machine, put together a convincing 2-1 score to win the hotly contested Open B contest. Freewheeling Honda-backed Lipscomb holeshot the first moto but yielded to John Trissell during the opening lap. Trissell stretched his lead while Lipscomb and Billy Ethridge argued over second spot. On the last lap Ethridge crashed out of contention giving second spot to Lipscomb ahead of Jay McClellan and Kevin Brule'.

Brian Compton led Lipscomb at the start of moto two but Lipscomb got by for the win and the overall. Trissell turned a poor start into a second place finish to net second overall over Brule' and McClellan. Compton's 8-3 was good for fifth place gold. Lipscomb's win gave him the points to take the series lead from Brule'.

Series leader Matt Shue won the first Junior Mini moto but was held back in moto two with a badly sprained wrist. Shue surrendered the day's win and the series lead to Reynolds. Reynolds won both 65cc Mini motos, maintaining his perfect series record in that class.

Results

65 MINI: 1. Ryan Reynolds (Kaw); 2. Patrick Hize (Kaw); 3. Danny Haynes (Kaw); 4. Shane R. Berryhill (Kaw); 5. Jason Grier (Kaw).
JR MINI: 1. Ryan Reynolds (Hon); 2. Danny Haynes (Kaw); 3. Shane R. Berryhill (Suz); 4. Brandon Pendley (Yam); 5. Matt Shue (Yam).

SR MINI: 1. Chance Matthews (Suz); 2. Johnny Dean (Suz); 3. Brian Raymond (Kaw); 4. Kevin Billings (Kaw); 5. Aaron Yates (Kaw).
S/MINI: 1. Chance Matthews (Suz); 2. Brian Raymond (Kaw); 3. Brian Stokes (Hon); 4. Johnny Dean (Suz); 5. Aaron Yates (Kaw).
125 C: 1. Kevin Beaver (Yam); 2. Bill Beltz (Kaw); 3. Kevin Thompson (Kaw); 4. Gabe Gaddis (Hon); 5. Kevin Dowdy (Hon).
250 C: 1. Tim Hawkins (Suz); 2. Tony Morris (Kaw); 3. Steve Jones (Suz); 4. Cliff Evans (Kaw); 5. Paxton Owens (Hon).
125 B: 1. Todd Neal (Hon); 2. Paul Cline (Hon); 3. Tommy Bilz (Hon); 4. Dan Lipscomb (Hon); 5. Ross Johnson (Hon).
250 B: 1. Ross Johnston (Hon); 2. Kelly Dennis (Kaw); 3. David Downs (Yam); 4. Earnest Harbin (Hon); 5. Gary Evans (Kaw).
OPEN B: 1. Dan Lipscomb (Hon); 2. John Trissell (Hon); 3. Kevin Brule' (Hon); 4. Jay McClellan (Yam); 5. Brian Compton (Kaw).
SR (30+): 1. Kenny Hall (Hon); 2. Kevin Brule' (Hon); 3. Dale Deaton (Yam); 4. Chris Armstrong (Hon); 5. Benny Durrrough (Mai).
ENDR: 1. Andy Tolar (Hon); 2. Michael Schinkle (Yam); 3. Jimmy Pinson (KTM); 4. Al Morgan (Suz); 5. Richard Shifflett (Kaw).
125 A: 1. Darryl Heisler (Hon); 2. Mike Tolbert (Kaw); 3. Joe Rogers (Hon).
250/OPEN A: 1. Darryl Heisler (Hon); 2. Joe Rogers (Hon); 3. Kevin Foley (Hon).

Bradshaw takes win at Texas MX

By Warren E. Domke

NATALIA, TX, SEPT. 19

Mike Bradshaw, riding a Honda 250, easily won the Expert class in the Texas Motocross Circuit awards races. He was followed by Jack Beckham. The evening was spotted by several injuries, none more serious than simple fractures.

Jason Krempin, a star in the 80cc Mini class, graduated to a Honda 125. He won the first moto in the 125cc Novice event, but was unable to match this success in the accident-marred second moto. Krempin nearly fell once in the whoops, and did take a fall later in the moto, but was still able to ride to a second-place behind Thomas Escamilla, who won the event.

Jimmy Little came back from a second place ride in the first moto to win the second moto and the 125cc Beginners event. Rowdy Flanagan won the Mini Senior event aboard a Kawasaki, Wallace Jackson riding a Honda won the 250cc Beginner class, coming back from a sixth place in the first moto.

Preston McDonald easily won the 250cc Intermediate class, while Rusty McDowell, mounted on a Kawasaki, rode his green machine to a victory in the 125cc Intermediate class.

Results

125 NOV: 1. Thomas Escamilla (Hon); 2. Jason Krempin (Hon); 3. Juan Diaz (Suz); 4. Jon Cashiola (Kaw); 5. Chris Ryan (Kaw).
250 NOV: 1. Rob Talbott (Yam); 2. Marcos Pepper (Kaw).
OPEN: 1. Johnny Adams (Hon); 2. Edward Hays (Hon); 3. James Rothman (Hon).
125 & 250 EX: 1. Mike Bradshaw (Hon); 2. Edward Hays (Hon); 3. James Rothman (Hon).
125 BEG: 1. Jimmy Little (Suz); 2. Cody Thomas (Hon); 3. Scotty Saunders (Kaw); 4. Arthur Quiroga (Suz); 5. Luis Carza (Kaw).
MINI SR: 1. Rowdy Flanagan (Kaw); 2. Mark Savoie (Hon); 3. Mike Mueller (Kaw); 4. Dustin Traylor (Kaw).
MINI SR BEG: 1. Allen May (Yam).
MINI OPEN: 1. William Henk (KTM).
250 BEG: 1. Wallace Jackson (Hon); 2. Gary Hipstner (Hon); 3. Jamie Garner (Pen); 4. Pete Gomez (Yam); 5. Joe Blanco (Hon).
OVER 30: 1. Edward Hays Jr. (Hon); 2. Dave Fluchel (Kaw); 3. Rob Talbott (Yam).
250 INT: 1. Preston McDonald (Yam); 2. Tony Hernandez (Kaw).
125 INT: 1. Rusty McDowell (Kaw); 2. Jerry Gibson (Yam); 3. Keith Schaefer (Hon); 4. Kenny Klein (Kaw); 5. Eric Hoy (Suz).
P/W: 1. Christy Shealy (Yam).

Schwartz scores again at Costa Mesa Spdwy

By Scott Daloisio

COSTA MESA, CA, SEPT. 19

Bobby Schwartz has scored many victories at the Orange County Fairgrounds track and he added another win to the list when he won the Scratch main tonight. On the other hand, Billy Hamill won his first ever professional main at the famous track when he outdistanced the field in the Handicap main.

Schwartz is getting ready to defend his National Championship crown

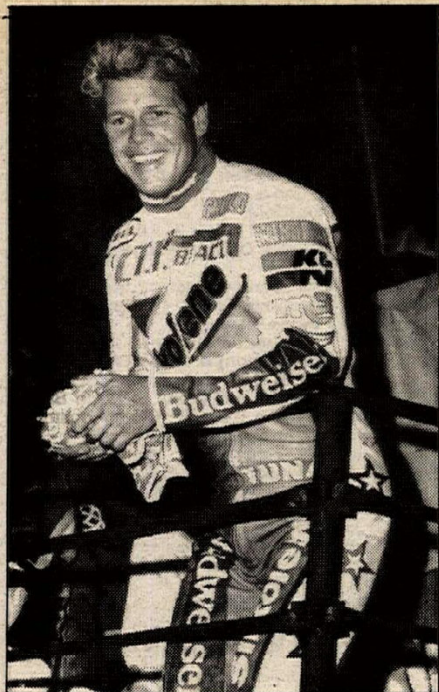


PHOTO BY SCOTT DALOISIO

Bobby Schwartz won speedway mains at IMS and Costa Mesa.

at Costa Mesa, and if he rides like he did tonight, the other riders will be there just to battle for second. One of the other riders will be the 17-year-old Hamill and he will be making his National Championship debut.

Schwartz, gating from number four, edged Steve Lucero out of the gate with "Flyin' Mike" Faria third. Faria knifed his way inside Lucero as they came off turn two on the opening lap and began to give the leader chase. Faria finally got the drive to make a challenge on lap three. He attempted to make it a race for the lead by using the inside on the back chute but the Budweiser/C.T.I. Brace/Silkolene/Cirello Racing/Bell Weslake of Schwartz was just too strong.

Schwartz was never able to run off with the lead but then again Faria didn't have the power to challenge and he ended up a bike length back at the checkered flag. Brad Oxley finished third with Lucero taking home the fourth place paycheck.

Hamill, off the 20, was unstoppable in the Handicap main. He guided the Canyon City Auto/STP/C.C./Monrovia Diesel Weslake into the lead and held the point position all the way. Jim Sisemore came up to challenge Hamill on lap two but couldn't force his way into the point position. After the challenge by Sisemore, Hamill and the Northern California rider moved away from the remainder of the eight-rider field. They were building up a lead and having a war for it at the same time. Sisemore continually thrust his front wheel at Hamill but the ex-Duarte Sprocket fought him off every time.

The race continued that way to the checkered flag and it was Hamill with Sisemore on his rear tire. Third went to Walt Farnum trailed by Gary Hicks in fourth.

Karl Sellenthin outdistanced Dan Fraley to win his first Costa Mesa main of the year in Third Division action. Third spot was taken by former BMX star Scott Clark.

Steve Russell (Jaw) showed everyone the way around as he won the Support class main. Following Russell, who had his entire family in the stands, was Jason Chism and "Too Tall" Don Odom. Odom made the main after a nasty tangle in his heat race with Steve Furman.

Results

SCRATCH: 1. Bobby Schwartz (Wes); 2. Mike Faria (Jaw); 3. Brad Oxley (Wes); 4. Steve Lucero (Wes).

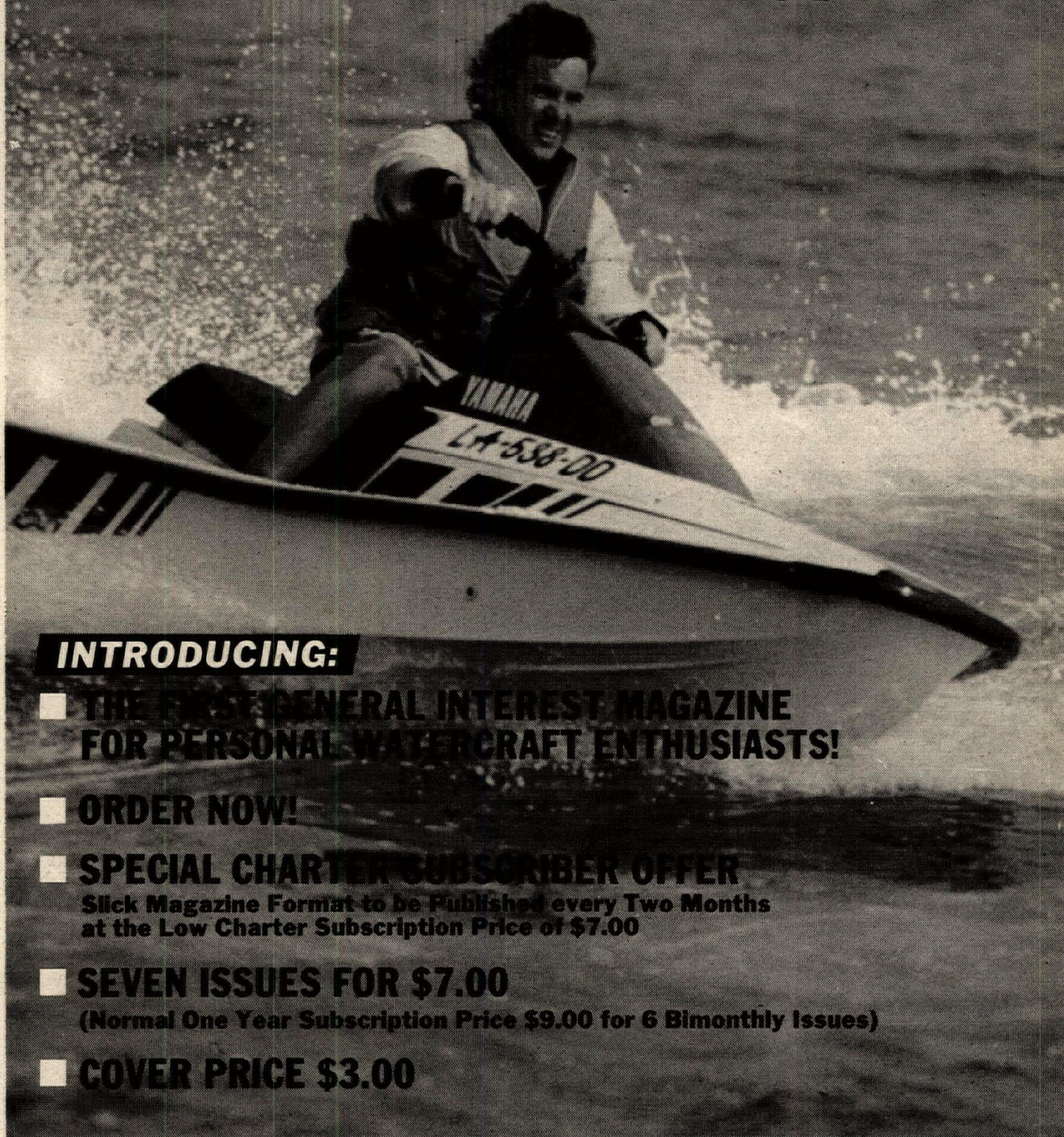
HDGP: 1. Billy Hamill (Wes); 2. Jim Sisemore (Wes); 3. Walt Farnum (Jaw).

SUP: 1. Steve Russell (Jaw); 2. Jason Chism (Jaw); 3. Don Odom (Wes).

D-3: 1. Karl Sellenthin (Wes); 2. Dan Fraley (Jaw); 3. Scott Clark (Jaw).

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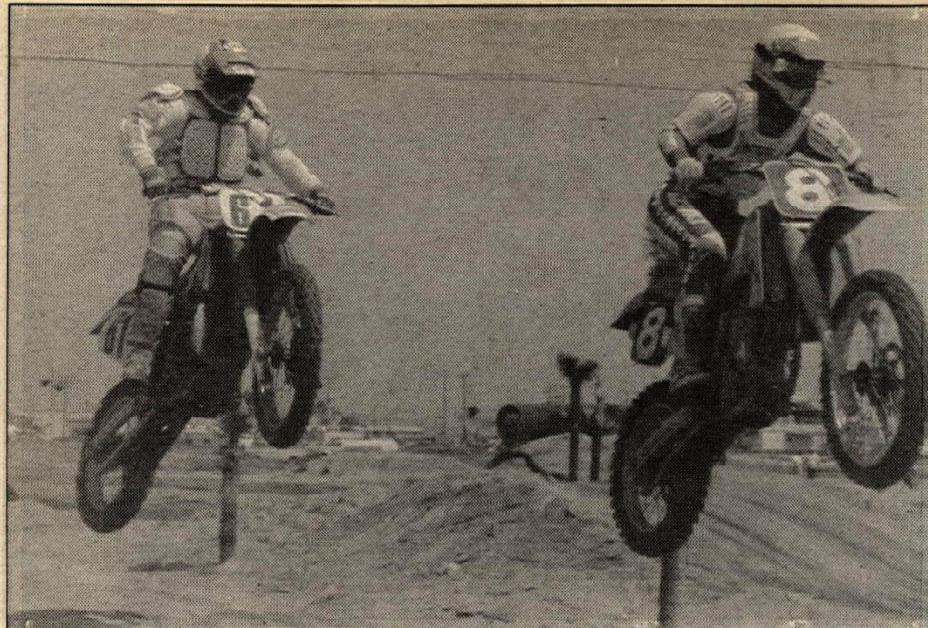
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Tami Rice (8w) topped the Women's Expert class and Judy Sendelbach (61) finished fourth during CRC MX action in Lancaster.

PHOTO BY TERRY REZEK

Mabery tops LACR MX

By Terry Rezek

LANCASTER, CA, SEPT. 13

Jeff Mabery won the 250cc Pro class today in California Racing Club action at Los Angeles County Raceway. Mabery won both motos with comfortable leads.

Mabery took the hot line out of the gate in moto one and came through turn one with the lead, followed by Ken Zahrt and Eddie Hicks. Hicks got by Zahrt and moved into second by midrace, but Mabery had a comfortable lead and took the win.

Zahrt took the holeshot with Mabery and Hicks second and third at the start of moto two. On lap two they both passed Zahrt, Mabery taking first and Hicks a very tight second. Hicks turned up the heat for the next three laps, looking for a passing opportunity. On lap six Mabery came around all alone in the lead, then Hicks was soon seen pushing his bike from the back of the course, the victim of a broken chain. Mabery went on for an easy win and first overall Pro money. Zahrt took second overall.

The 125cc Intermediate race saw a nice battle between Tony Qualls and Jeff Barbacovi. Qualls took the holeshot in moto one and led for two laps with Barbacovi right on his tail. Qualls hit the big tabletop jump at the finish line a little too hot at the end of lap three and the bike came over backwards. Qualls wisely let it go and stepped off the back, tumbled for a few seconds but came up all right and was back on the bike. But it was too late since Barbacovi had shot past and was out of reach. Barbacovi went on for the moto one win and Qualls took second.

The start of moto two was a dead heat going into turn one. Barbacovi came out with a slight edge over Qualls. Barbacovi went down at the start of lap two and Qualls took the lead. Barbacovi bounced right back up and took out after Qualls. Both riders were on the edge but Barbacovi had the heat and retook the lead for good in three laps. With another first, Barbacovi took first overall and Qualls got second.

Results

80 BEG: 1. John Ramsey (Kaw); 2. Victor Baneulos (Kaw); 3. Owen Dickson (Kaw).
80 NOV: 1. Tony Sulek (Kaw).
VET BEG: 1. Don Gossett (Yam).
VET NOV: 1. Tom Nelson (Hon); 2. Garth Lloyd (Hon).
VET INT: 1. John Caper (Hon); 2. Bob Alvis (Hus); 3. Bobby Hudson (Hon).
VET EX: 1. Ken Zahrt (Hon); 2. Mark Raiche (Suz); 3. Larry Gorden (Kaw).
VINT: 1. Tony Pulliam (Hon); 2. Dan Hall (Hon); 3. Craig McConnachie (Hon).

125 BEG: 1. Tony Sulek (Kaw); 2. Jimmy Chamberlin (Hon); 3. Jeff Ratzloff (Hon).
125 NOV: 1. Josh McRoberts (Hon); 2. Ronnie Densford (Hon); 3. Mark McClellan (Hon).
125 INT: 1. Jeff Barbacovi (Yam); 2. Tony Qualls (Hon); 3. Scott Murphy (Hon).
125 PRO: 1. Joel MacDonald (Kaw); 2. Tom Anderson (Hon).
250 BEG: 1. Mike Maute (KTM); 2. Randy Sipes (Kaw); 3. Tom Johnson (Hon).
250 NOV: 1. Adam Pontious (Hon); 2. Merle Hammer (Yam); 3. Dennis Jaramillo (Hon).
250 PRO: 1. Jeff Mabery (Yam); 2. Ken Zahrt (Hon); 3. Arlo Englund (Hus).
OPEN BEG: 1. Homer Rhoads (Hon); 2. Mike Whitcomb (Hus); 3. Mike Schumaker (Hon).
OPEN NOV: 1. David Thayer (Hon); 2. Tom Smith (Hon); 3. David Aloisio (Hon).
OPEN INT: 1. Art Olivier (Hon); 2. Kelly Doyle (Hon).
WMN NOV: 1. Melanie Parkes; 2. Christine Smith (Kaw).
WMN INT: 1. Dana Evenson (Yam); 2. Tina Zahrt (Kaw).
WMN EX: 1. Tami Rice (Suz); 2. Mindy Smith (Kaw); 3. Bonnie Warch (Suz).

Williams, Barrow dominate Hartford ST

By Karen Lewis

HARTFORD, KY, SEPT. 12

Denne Williams and Joel Barrow cleaned house tonight at Hartford's high bank short track. Good racing was watched by a packed grandstand at the WKCRA event.

Williams grabbed the holeshot in the 250cc class and after shaking John Lewis took an easy win. Scott Clark rode to third.

David Flowers, Charles Southgate, John Clark and Jeff Kluge chased Williams around the first lap of the Open final. A lot of different lines were tried but the order read the same at the finish.

Barrow grabbed the lead in the 200cc main and cruised in for the win ahead of Jimmy Allen and Mike Voss.

Barrow went to the front of the 80cc class with T.J. Burnette and Tommy Hayden in tow. At the halfway flags Hayden fell down and was out of the fray. Barrow rode on for the win over Burnette, Chris Boone and Matt Gray.

Burnette controlled the 125cc class with Barrow on his rear wheel. Coming down to the final lap Burnette slid down and Barrow was there to take the win. Eddie Reagor moved up to second Robbie Grief and Chuck Allen trailing.

Aaron Ladd and Hayden led the 65cc pack before Ladd slid down and Hayden hit him, bringing out the red flag with three laps completed. On the single file restart polesitter Jon Camp killed his motor and Joshua Knott led the lap around. By the next circuit Hayden and Ladd had worked back up to the front and Hayden took the close win. Jarrod Barrow got by Knott for third with Nick Hayden and Chris Boone following.

Results

AM: 1. Shawn Granderson (Yam); 2. Scott Clark (Yam).
OPEN: 1. Denne Williams (Yam); 2. David Flowers (Suz); 3. Charles Southgate (Yam).
250: 1. Denne Williams (Bul); 2. John Lewis (Hon); 3. Scott Clark (Kaw).
200: 1. Joel Barrow (Kaw); 2. Jimmy Allen (Yam); 3. Mike Voss (Yam).
125: 1. Joel Barrow (Yam); 2. Eddie Reagor (Suz); 3. Robbie Grief (Yam).
80: 1. Joel Barrow (Kaw); 2. T.J. Burnette (Yam); 3. Chris Boone (Hon).
60: 1. Tommy Hayden (Kaw); 2. Aaron Ladd (Hon); 3. Jarrod Barrow (Kaw).
AUTO STK: 1. Nick Hayden (Yam); 2. Jon Camp (Yam); 3. Jenny Hayden (Yam).
MOD AUTO: 1. Jenny Hayden (Yam); 2. Nick Hayden (Yam); 3. Jon Camp (Yam).

Komer wins Cuba Mud Bog Trials

By George Brinkwart

CUBA, NY, SEPT. 13

Premier rider Mike Komer came equipped with his magic traction tire and dropped only 76 points for the day to win the Annual Mud Bog Trials at Cuba. Rain saturated ground made sections accordingly difficult and blasted the loop into a quagmire. Excellent use of the swollen creek and muddy side hills allowed everyone at least one chance to clean off their tires and bike.

While most riders were struggling with their mud choked bikes for threes and fives in section seven, Komer seemed to just ride through it. This section threaded its way up a gentle gully, and after crossing a small angled and suspended log riders had to negotiate an off camber knoll with exposed tree roots. Then came the killer, a benign looking uphill slope stopped everyone's forward motion and forced most riders to start paddling.

Afterwards Mike commented, "An interesting trials, it was the most physically demanding event we've had this year. The sections were unique, I used different lines in sections as the day progressed."

Advanced rider George Brinkwart collected another first place with 144 points. Raymond Peters won the Intermediate class which will move him into the Advanced class. Peters has been advancing steadily since starting the year in the Novice class. Bob Schrader took first place in the Senior A class. Senior B rider Ron Bors bested a large turnout in this class by dropping only 23 points.

Novice rider Voss Fernandes did some "feet up" riding to secure first place and collected only 15 points for the day. Excellent wet weather riding skills paid off as Voss was able to keep consistent low scores in all the sections.

Afterwards Voss said, "It was a great trials, my new bike really helped me."

Results

PRE: 1. Mike Komer (Mon) 76.
EX: 1. Chris Arnold (Yam) 95; 2. Cecil Hollien (Yam) 117; 3. Carl Peters (Yam) 174.
ADV: 1. George Brinkwart (Bet) 144; 2. Bob Foringer (Mon) 158; 3. Steve Fedorka (Mon) 158.
INT: 1. Raymond Peters (Yam) 58; 2. Jeff Bolt (Yam) 61; 3. Regan Fought (Bet) 66; 4. Kendal Karn (Yam) 78; 5. Joe Shevalier (Mon) 84.
SR A: 1. Bob Schrader (Yam) 108.
SR B: 1. Ron Bors (Fan) 22; 2. Larry Lovell (Yam) 34; 3. Don Allis 44; 4. Gary Barnes (C-A) 51; 5. John Knapp (Yam) 52.
NOV: 1. Voss Fernandes (Yam) 15; 2. Steve Searles 23; 3. Fred Wood (Yam) 27; 4. Pat McGraw (Bet) 40; 5. Ben Williamson (Hon) 68.
BEG: 1. Jeff Bors (Mon) 48.

Nenstiel reigns at High Mountain HS

By Diane Buchholz

ST. JOHN'S, PA, SEPT. 13

Danny Nenstiel captured the overall victory at the fifth and final hare scrambles at High Mountain today. The 10 mile track was at it's toughest due to heavy rains throughout the week. Slippery rocks and large mud holes took its toll on many of the riders forcing them out of the race after only two laps.

At the start of the Expert class 125cc Honda rider Rick Barlik got the holeshot and kept the lead into the woods. Barlik was followed by 250cc Honda riders, Bary Dunkleberger and Nenstiel, leaving three time High Mountain winner, Brian Blanchard trailing the pack into the woods. After 30 minutes Nenstiel was first through the scoring barrels with a 45 second lead. Yamaha rider Brian Blanchard led the rest of the riders in intervals of only 15 seconds. KTM rider Jim Lennox Husky rider William Sohosky, Jr., Dunkleberger and open Kawasaki rider Allen Frei pursued the leaders.

Blanchard kept putting pressure on Nenstiel until the fourth and final lap when Nenstiel took the checkered flag. The other four riders that pursued the leaders maintained their same positions for the rest of the race, only the time intervals between them increased on each lap. Open Expert Frei took sixth overall and first in his class. Barlik took seventh overall and first in the 125cc Expert class.

Open Amateur rider Al Buchholz took his fifth win today at High Mountain. Emil Osif had the holeshot, with Buchholz close behind. By the end of the first lap, Buchholz had moved to first place and maintained it through the rest of the race. On the second lap Osif had clutch problems and pitted quickly for repairs only to come back side-by-side with Richard Moyer. Moyer was able to pass Osif on that lap to pursue Buchholz who was over two minutes ahead. By the end of the fourth lap Buchholz had advanced five minutes on Moyer, who place himself five minutes ahead of third place finisher Ken Muckol.

The 250cc Amateur class was led by Can-Am rider Eric Koeller. Koeller had taken the lead early in the race and was able to move himself three minutes ahead of his nearest competitor, Dennis Rinehimer. Rinehimer maintained second place throughout the race, but was unable to catch Koeller who had increased his lead on each lap.

Results

O/A: 1. Danny Nenstiel (Hon).
OPEN EX: 1. Allen Frei (Kaw); 2. Ty Coleman (Hon); 3. Bryan DeSirona (Hon).
250 EX: 1. Danny Nenstiel (Hon); 2. Brian Blanchard (Yam); 3. Jim Lennox (KTM); 4. William Sohosky Jr. (Hus); 5. Gary Dunkelberger (Hon).
200 EX: 1. Rick Barlik (Hon); 2. Andrew Braunfelter (Kaw).
SR EX: 1. Glen Adams (Hus); 2. Robert Shughart (Kaw).
OPEN AM: 1. Al Buchholz (Hus); 2. Richard Moyer (Hus); 3. Ken Muckol (Hus); 4. Emil Osif (Hon); 5. Fred Hallowell (Hon).
250 AM: 1. Eric Koeller (C-A); 2. Dennis Rinehimer (Yam); 3. Chris Slusser (Hon); 4. Mitchell Adams (Kaw); 5. Michael Adams (Kaw).
200 AM: 1. Kerry Koeller (C-A); 2. Vince Kuchinski (Kaw).
125 AM: 1. Keith Fellenbum (Kaw); 2. Terry Shepps (Yam); 3. John Davidson (Hon); 4. Frank Sweigart (Cag); 5. Scott Elmes (Yam).

Tyler tames Pros at Spokane Motocross

By Clay Light

SPOKANE, WA, SEPT. 12

Scott Tyler won the 250cc Pro class while Larry Ward aced the 125cc Pros at the third round of the Yamaha Gold Cup Series at Spokane Raceway Park. Phil Larson took the Open Pro victory to make it a Yamaha sweep of the Pro classes for the second event in a row.

Tyler pushed his Lynnwood Yamaha-supported YZ to the front of the pack in the first 250cc Pro moto, followed by Ward, Rick Simmet and Lowell Thomson. Up front a battle waged for first and Ward slipped past Tyler to take the lead and the moto win. Tyler took second followed by Thomson and Scott Steffy.

Ward led the second contest, which was held under the lights, with Tyler

and Simmett in tow. Simmett came to an abrupt halt and DNF, moving Thomson into third and then to second when Ward crashed while leading. This put Tyler into the lead for the duration, good for the overall win. But Ward didn't give up. Ward picked off numerous riders to settle within distance of the Tyler/Thomson battle with the flag in sight, but came up short. Tyler's moto win was good for the overall, while Ward's 1-3 tally earned second and Thomson's consistent 3-2 performances secured third.

Ward sailed out front of both 125cc Pro contests, leaving Steve Friesen and Thomson to duel over the number two spot. Ward roosted to a first moto win over Friesen, Thomson, Jeff Chapman, Steffy and Brian Thomson.

Moto two was much the same for Ward. Ward took an all-too-easy win on the Yamaha Support/Lynnwood Yamaha/Scott USA/Kal-Gard/PSI YZ125 while Friesen's Honda again loomed in the number two spot, good for second overall after 2-2 rides. Rounding out the top five overall were Lowell Thomson, Brian Thomson and Chapman.

Results

OPEN PRO: 1. Phil Larson (Yam); 2. Scott Tyler (Yam); 3. Kenny Peterson (Hon).
250 PRO: 1. Scott Tyler (Yam); 2. Larry Ward (Yam); 3. Lowell Thomson (Kaw).
125 PRO: 1. Larry Ward (Yam); 2. Steve Friesen (Hon); 3. Lowell Thomson (Kaw).
OPEN INT: 1. Scott Williams (Hon); 2. Kelly Butler (Yam); 3. Dan Sheldon (Yam).
250 INT: 1. Kelly Butler (Yam); 2. Jack Gabelhausen (Yam); 3. Jim Cottet (Suz).
125 INT: 1. Todd Schini (Hon); 2. Jack Gabelhausen (Yam); 3. R. Heitmann (Kaw).
80 INT: 1. Danny Ulven (Kaw); 2. Ryan Huffman (Yam); 3. Shane West (Kaw).
105: 1. Danny Ulven (Kaw); 2. Ryan Huffman (Yam); 3. Shane West (Kaw).
OPEN JR: 1. Mike West (Yam); 2. Shawn Colangelo (Kaw); 3. Jeff Denis (Hon).
250 JR: 1. Shawn Colangelo (Kaw); 2. Bill Radcliff (Kaw); 3. Rod Tapia (Suz).
125 JR: 1. John Keubler (Hon); 2. Rod Tapia (Suz); 3. Ty Birdwell (Hon).
80 JR: 1. Brett Butler (Hon); 2. Chris Paterson (Yam); 3. John Gabelhausen.
UTH: 1. Jeff Birkestol (Yam); 2. Kevin Logsdonb (Yam); 3. Lee Collins (Yam).
OTH: 1. Dan Sheldon (Yam); 2. David Hutt (Kaw); 3. Hank Mounter (Yam).
50: 1. Alex Hoffman (Yam); 2. Rudy Kadzess (Yam); 3. Jason Robertson (Yam).

Dodge hot at Castle Rock TT

By Derryl Anderson

CASTLE ROCK, WA, SEPT. 5

Ex-Pro TT specialist Don Dodge narrowly edged out Idaho's Glen Nickerson for the overall win in the 750cc Twin class of the TT race held at the Castle Rock Fairgrounds. The Labor Day weekend capped off a two day double point race at the Mt. St. Helens MC club track, and a large turnout of riders showed up for the finale.

In the heat race Dodge got the holeshot followed by Nickerson, Tim Stults, Kenny Wheaton, Rick Lavoy and Gary Hite. Wheaton slid past Stults on lap two while Dodge was styling his way around the high line. On lap three Dodge came into turn four ultra sideways, but he got a little too low and layed it down. Wheaton, who just passed Nickerson, took over the lead. With two laps to go Wheaton layed it down in turn two just before the dogleg. Nickerson took the lead right to the checkered flag.

In the main event Dodge got the scratch ahead of Stults, Wheaton, Nickerson, Hite and Lavoy. Lap two saw the red flags come out as Stults got into turn one too hot and blew haybales all over. Dodge led Nickerson, Wheaton, and Lavoy on the restart. Reentering the race was Hite but then Wheaton lost it right where Stults had. After checking everyone out, a lot of time was used up and the event was finally declared a race. The final order was Dodge, Nickerson, Lavoy and Hite.

In the 80cc Mini class flyin' Ryan Anderson went wire-to-wire in the heat race while leading by 40 yards over Noah Kirkland, who had 50 yards on Matt Gable, Jeremy Morse and Jeff Struts.

In the main event Kirkland caught fire and led Anderson, Gable, Morse and Struts into the first turn. Anderson pressured Kirkland everywhere but there just wasn't an opening. Finally on lap four Anderson used his National half mile experience to hang it out in turns three and four and slide around Kirkland on the high-side. At the checkered flag it was Anderson, Kirkland, Gable, Struts and Morse.

Results

50: 1. Joshua Currey.
60: 1. Noah Kirkland.
80: 1. Ryan Anderson; 2. Noah Kirkland; 3. Matt Gable; 4. Jeff Struts.
125: 1. J.P. Simonsen.
250 C: 1. John Whitmore.
250 B: 1. Jerry Anderson; 2. Pat Munyon.
250 PRO-AM: 1. Todd Hagmann.
250 A: 1. J.P. Simonsen; 2. Jeff Kirkland; 3. Ed Meyers.
OPEN B: 1. Kevin Bass; 2. Rick LaVoy.
OPEN A: 1. Jim Oliphant; 2. Andrew Miller; 3. Tom Tarrant.
30+: 1. Matt Holm; 2. Jim Roseth; 3. Rick Lavoy.
40+: 1. Glen Nickerson; 2. Dan Kirk.
PRO-AM: 1. Jim Perry; 2. Troy Yeo; 3. Tony Dickinson; 4. Matt Holden.
JR/EX: 1. Ryan Fisher; 2. John Clayton.
750 TW: 1. Don Dodge; 2. Glen Nickerson; 3. Rick Lavoy.

Spangler sizzles in Sugar Grove MX

By Susan Willian

SUGAR GROVE, OH, SEPT. 6

Team Green/Tuf/Answer/Smith Goggles/Wiseco-backed Dale Spangler took four moto wins and the overalls in the Lightweight and Heavyweight Semi-Pro classes at the final round of the Central Ohio Competition Riders Third Annual Budweiser Classic Series.

Spangler had the lead by turn one in the first moto of the Lightweight Semi-Pro class and was chased by Michigan's Jeff Beckington. As the duo traded the lead, multi-talented Mike LaRocco, who had a fourth place start, joined in on the battle for first. LaRocco zoomed around Beckington over a jump to take over second. Spangler held LaRocco to second as they took the checkered. Beckington finished third.

Mark Weaver rounded the first turn with the lead in moto two, chased by Spangler and Pepsi-sponsored Jon Agin. The trio jockeyed for position as they raced through the obstacles. Spangler charged past Weaver to take the lead on the third lap. Weaver bobbled putting Agin in second and Beckington in third. As Spangler stretched out a comfortable lead, Agin and Beckington went to war for second place. The white flag lap saw Beckington move by Agin to take over second. Spangler won, Beckington took second and Agin finished third. LaRocco worked his way to fourth after a poor start.

Troy Smith, on a Suzuki, romped to the lead in the first moto of the Heavyweight Semi-Pro class, chased by Stevie Childress, Bowen, and Beckington. Childress took charge on lap one with Bowen and Beckington moving up one position.

Bowen closed on Childress and a dogfight developed for first. Bowen took the lead followed by Beckington, while Childress dropped to third, followed by Spangler and LaRocco.

Beckington and Bowen collided putting Childress back into the lead. Spangler moved into second and LaRocco was off the pace in third, followed by David Beckington. Beckington moved by LaRocco to take over third, while Beckington's brother, Jeff had dropped to sixth.

PHOTO BY J.R. ROACH



Kenny Keylon (30) leads Gary Paul (35) and Earl May (171) at the start of a 250cc A moto at Reddick. Keylon took the overall win.

Spangler charged after Childress as the duo raced ahead of the pack. Spangler worked his way by Childress as LaRocco pulled from the track with a rear flat tire. Spangler endured for the moto win with Childress, David Beckington and Jeff Beckington filling out the top four.

Moto two found Spangler crossing the finish line in the front spot, followed by Bowen, LaRocco, Childress and Joseph Maurer.

Results

MINI SR: 1. Doug Flinger (Kaw); 2. Hayden Richards (Kaw); 3. Richard Hoy (Hon).
OPEN B: 1. Richard Robinson (Hon); 2. W.R. Hoover (Hon); 3. Rick Rowland (Hon).
H/W SEMI PRO: 1. Dale Spangler (Kaw); 2. Stevie Childress (Kaw); 3. Greg Bowen (Hon).
OPEN B: 1. Richard Robinson (Hon); 2. W.R. Hoover (Hon); 3. Rick Rowland (Hon).
MINI JR: 1. Greg Rand (Yam); 2. Vincent Vernon (Kaw); 3. Tom Pugh (Kaw).
L/W SEMI PRO: 1. Dale Spangler (Kaw); 2. Jeff Beckington (Hon); 3. Mike LaRocco (Yam).
125 B: 1. Jeromy Buehl (Kaw); 2. Brian Lapp (Hon); 3. Mark Braskey (Kaw).
SR: 1. Larry Shumaker (Yam); 2. Roger Shumaker (Kaw); 3. Bill Reiss (Hon).
AUTO: 1. Wesley Gillano (Yam); 2. Paul Stump (Yam); 3. Jeremy Berwanger (Yam).
SCHBY: 1. Jeromy Buehl (Kaw); 2. Ryan Smith (Yam); 3. Scott Davis (Kaw).
250 B: 1. James Eickel (Yam); 2. Jeff Miller (Yam); 3. Matt Milless (Yam).
60: 1. Greg Rand (Kaw); 2. Vincent Vernon (Kaw); 3. Brad Ritchie.

Andreu wins at Marion County MX

By Gwen Millan

REDDICK, FL, AUG. 2

Alan Andreu won the 125cc A, 25-plus and Money classes at the sixth round of FMC's Summer Series hosted at Motocross of Marion County. By the end of lap one in the first Money moto Andreu was in the lead but he could not back off a bit since Keylon was right on his heels. In third was Earl May on a Honda and Kawasaki rider Gary Paul was also right up there until he slid out and lost time. Lap after lap consisted of handlebar clashing, knobby knocking action as Keylon was challenged by Andreu. Paul was steadily making up for lost time and had his eyes set on May. As the sixth lap came around Keylon lost the edge on Andreu as he slid down. Andreu went on to win with Keylon, May, and Paul following him home.

In the second moto Keylon came on strong while May was second and Andreu was down in third after flipping over the handlebars. By the third lap Andreu had regained control and taken over May, then charged after Keylon. On lap six Andreu had gained enough time to get alongside Keylon. Andreu passed Keylon, but a moment later Keylon was back around Andreu. Andreu took the lead again and on the white flag lap Keylon tried to take another line to get around Andreu but was unsuccessful. At the end Andreu had his second win in the Money class

with Keylon and May second and third.

Keylon also ran the 250cc A class and won both motos. Andreu ran the 125cc A class, getting a second and first for the overall. Andreu also won both motos of the 25 Plus class.

In the 250cc Intermediate Rodney Orron took charge on a Honda. In second was Kawasaki rider Lex Rowland while Randy Chum was trying to fight off Roger Ambs in third. Crum passed Rowland and took over second, while Brantley gassed his way to third with Stan Perry taking over fourth, putting Rowland down to fifth. On the sixth lap Orr, Brantley and Crum were dicing in tight combat, pushing hard at each other but the positions held. At the finish line it was close between Orr and Brantley with Crum back a ways. Perry and Rowland finished out the top five.

Crum looked like he was cruising for a win as he charged off the line in the second moto. Orr and Ambs were close behind. By the second lap Perry had bypassed Ambs. The fourth lap proved to be disastrous for Ambs as problems dumped him down to ninth. The rest of the moto stayed the same with Crum taking the win, but Orr's 1-2 gave him the overall win.

Results

P/W: 1. Danald Leddy (Yam); 2. Joshua Pittman (Hon); 3. Greg Romero (Yam); 4. Richard Ingle (Yam); 5. Daniel Leddy (Yam).
100: 1. Anthony Paggio (Kaw); 2. Glenn Campbell (Yam); 3. Greg Brodeling (Hon); 4. Travis Blackburn (Kaw); 5. Barry Sanders (Kaw).
WMN: 1. Gina Perry (Hon); 2. Laurie Kitsch (Kaw); 3. Catherine Priest (Kaw); 4. Chris McQuaig (Hon); 5. Patty Millan (Hon).
MINI B: 1. David Bailey (Kaw); 2. Glen Campbell (Hon); 3. Greg Broedling (Hon); 4. Anthony Paggio (Kaw); 5. John Lake (Kaw).
MINI C: 1. Randy Chum (Hon); 2. Zac Freeman (Hon); 3. Noel Kitsch (Kaw); 4. Phillip Bruggeman (Hon); 5. Mike Tidey (Yam).
125 A: 1. Alan Andreu (Hon); 2. Gary Paul (Kaw); 3. Harold Mathews (Yam); 4. Chris Marlin (Kaw); 5. Mark Peterson (Kaw).
125 B: 1. Wes Keenum (Yam); 2. Ernie Millan (Hon); 3. Justin Jackson (Kaw); 4. Claude McQuaig (Hon); 5. Michael Lehman (Hon).
125 C: 1. Bob McClelland (Hon); 2. Kyle Myers (Hon); 3. Lorenzo Williams (Hon); 4. Richie Brooker (Hon); 5. Robbie Glen (Hon).
250 A: 1. Kenny Keylon (Yam); 2. Earl May (Hon); 3. Kenneth Elwood (Hon).
250 B: 1. Rodney Orr (Hon); 2. Rick Chum (Hon); 3. Stan Perry (Kaw); 4. Lex Rowland (Kaw); 5. Clarke Tanner (Hon).
250 C: 1. Donald Gallino (Hon); 2. Wade Stoner (Yam); 3. Scott Copeland (Hon); 4. Fortson Rumble (Hon); 5. William Tichenor (Kaw).
OPEN EX: 1. Joe Carter (Yam); 2. David Adams (Hon); 3. Ernie Swann (Hon).
OPEN NOV: 1. Rodney Orr (Hon); 2. Brett Singer (Yam); 3. Mark Bazinet (Hon); 4. Michael Smith (Hon); 5. Tony DeCosma (Hon).
250+: 1. Alan Andreu (Hon); 2. Dave Ellis (Hon); 3. Rick Crum (Hon); 4. Stan Perry (Kaw); 5. Kyle Tallent (Suz).
15-24 YRS: 1. Gary Paul (Kaw); 2. Wes Keenum (Kaw); 3. Harold Mathews (Yam); 4. Mark Peterson (Kaw); 5. Brian Broussard (Yam).
SR: 1. Dave Ellis (Hon); 2. Joe Carter (Hon); 3. Robert Proctor (Hon); 4. Denny Hunter (Hon); 5. Donald Leddy (Yam).
60: 1. Noel Kitsch (Kaw); 2. Donny Mason (Kaw); 3. Chris Thoms (Kaw); 4. Kenneth Jones (Hon); 5. Keith McQuaig (Kaw).
MONEY \$\$\$
MOTO 1: 1. Alan Andreu (Hon); 2. Kenny Keylon (Yam); 3. Earl May (Hon); 4. Gary Paul (Kaw).
MOTO 2: 1. Alan Andreu (Hon); 2. Kenny Keylon (Yam); 3. Earl May (Hon).

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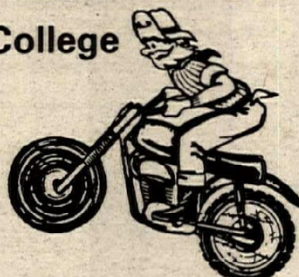
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SEPT 5-7
 1) Scott Gray
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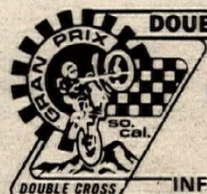
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**DOUBLE CROSS RACING**

NOVEMBER 1
 Glen Helen

INFO: (714) 371-6333



Oct. 10-11 Riverside (GSX-R Final)
 Oct. 11 Sears Point
 Nov. 14-15 Willow Springs (6-hour)

13423 Stanstead (213) 864-0704
 Norwalk, CA 90650 (415) 327-0908 North Chapter

SRA**California Schedule**

Oct. 11 - Hilltoppers G.P.
 Rosarito, Mexico

Oct. 25 - Perris Raceway
 (714) 828-1358

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS**AMA Nat'l C'ship Hare Scrambles Series**

10/11 Sanford, NC

AMA RK Chain Nat'l C'ship Enduro Series11/1 Lake Isabella, CA
11/15 Chatsworth, NJ**AMA Regional C'ship Dirt Track Series**

E indicates East Region
 C indicates Central Region
 W indicates Western Region

AMA Regional Enduro C'ship Series**Eastern Region**

10/25 Bear, DE

Central Region

10/25 Alexandria, LA

Western Region

12/6 Lucerne Valley, CA

AMA/CCS Road Race Series

10/11 Firebird Int'l, NV

AMA Nat'l C'ship Hillclimb Series

10/11 Oregonia, OH

Wiseco AMA/AATVA Grand Nat'l Cross Country Series

10/10-11 Raleigh, NC
 10/31-11/1 Tarentum, PA
 11/22 Winchester, VA

ADRA C'ship Series

11/1 Wickenburg, AZ
 12/5 Sonora, MEXICO

AMA/CCS US Endurance Series

10/10-11 Riverside, CA
 10/23-25 Daytona Int'l, FL

AMA Nat'l Hare & Hound Series

10/25 Murphy, ID
 11/15 Reno, NV
 * Tentative

Dragbike! National C'ship Series

10/10-11 Palmdale, CA
 10/17-18 Fremont, CA
 10/24-25 W. Palm Beach, FL
 11/21-22 Gainesville, FL

IDBA National C'ship Series

10/10-11 Birmingham, AL
 11/14-15 Baton Rouge, LA

SCORE Int'l Off-Road Series

11/6-8 Baja 1000
 Ensenada, Mexico

Willow Springs Formula USA Series

10/31-11/1 Rosamond, CA

AFM Road Race Series

10/10-11 Riverside, CA
 10/11 Sears Point, CA
 11/14-15 Willow Springs, CA

WEA C'ship Road Race Series**Middle Atlantic Region**

10/17-18 Summit Point, WV

North Central Region

10/10-11 Indianapolis, IN

WEA Nat'l Endurance Road Race Series

10/17 Summit Point, WV
 11/6 Braselton GA

Suzuki GSXR Nat'l C'ship Road Race Series**GSXR Final**

10/9-10-11 Riverside, CA

ARRA/Kawasaki/Racer's Supply California RR Series

10/17-18 Willow Springs, CA
 10/31-11/1 Riverside, CA
 12/6-7 Willow Springs, CA
 12/26-27 Riverside, CA

Dodge Truck/CMC Trans Cal Series

10/11 Fremont, CA
 10/18 Carlsbad, CA

NETRA C'ship Enduro Series

10/11 Stafford, CT
 12/6 Marlborough, CT

NETRA C'ship Hare Scrambles Series

10/18 Brookfield, MA
 11/1 Radlin, RI
 11/8 Canterbury, CT

NETA C'ship Trials Series

10/18 Wrentham, MA
 TBA N Ferrisburg, VT

Black Jack Enduro Series

10/11 Potosi, MO
 10/25 Oklahoma City, OK
 11/8 Chadwick, MO
 11/22 Tulsa, OK

MO C'ship Hare Scrambles Series

11/1 Stanton, MO

ECEA C'ship Enduro Series

10/25 Bear, DE
 11/8 Warren Grove, NJ
 11/15 Chatsworth, NJ

PRRO Road Race Series

10/11 Phoenix, AZ
 11/1 Phoenix, AZ
 12/12-13 Phoenix, AZ

NESC C'ship MX Series

10/11 Loudon, NH
 10/18 Middleboro, MA
 10/25 Southwick, MA
 11/1 Middleboro, MA
 11/8 Middleboro, MA
 11/15 Middleboro, MA

VA C'ship Hare Scrambles Series

10/18 Newport News, VA
 11/8 Surry, VA

SERA C'ship Series

10/11 Birmingham, AL
 10/25 Lafayette, LA
 11/1 Maplesville, AL
 11/15 Gulfport, MS

WMTA C'ship Series

10/11 Casper, WY

NESC C'ship MX Series

10/11 Loudon, NH
 10/18 Middleboro, MA
 10/25 Southwick, MA
 11/1 Middleboro, MA
 11/8 Middleboro, MA
 11/15 Middleboro, MA

VA C'ship Hare Scrambles Series

10/18 Newport News, VA
 11/8 Surry, VA

SETRA C'ship Hare Scrambles Series

10/18 Marietta, SC
 11/29 Lenoir, NC
 12/6 Winnsboro, SC
 12/13 Abbeville, SC
 1/17/88 TBA
 2/7/88 Maxey, GA
 4/3/88 Sumter, SC
 5/1/88 Abbeville, SC

SETRA C'ship Enduro Series

10/11 Pea Ridge, AL
 10/25 Chattanooga, TN
 11/1 Maplesville, AL
 1/3/88 Lenoir, NC
 1/31/88 Sumter, SC
 2/14/88 Greenville, SC
 2/21/88 Cochran, GA
 2/28/88 Pelion, SC
 3/6/88 Palatka, FL
 3/13/88 Athens, GA
 3/27/88 Abbeville, SC
 4/10/88 Bristol, VA
 4/24/88 Lawrenceburg, TN
 5/8/88 Charleston, SC

Carta Blanca Beer Texas - Mexico MX Series

10/11 Laredo, TX
 10/25 Monterrey, Mexico

OCTOBER**S M T W T F S**

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NOVEMBER

S M T W T F S

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• Denotes Pro Payback

October 7**CALIFORNIA MOTOCROSS**

• CMC, Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA DRAGS
 Sacramento Raceway, Sacramento. Info 916/366-7368.
CALIFORNIA DRAGS
 Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
 Ascot's South Bay Stadium, Gardena. Info 213/321-1100.

October 9**CALIFORNIA MOTOCROSS**

• CMC, Ascot Park, Gardena. Info 714/261-6116.
CALIFORNIA STADIUM MX
 SRA, Sacramento Raceway Park, Sacramento. Info 916/363-2653.
CALIFORNIA SHORT TRACK
 AMA/D-36, Lodi Cycle Bowl, Lodi. Info 209/368-7182.
DELAWARE SHORT TRACK
 DE S.T. Assn. Middleford Speedway, Seaford. Info 302/422-0481 or 422-4914.
FLORIDA SPEEDWAY
 Allsports Promotions, Davey Arena, Davey. Info 305/523-8550.
MICHIGAN MOTOCROSS
 MRA, Milan Excitement City, Milan. Info 517/522-4380.
NEBRASKA SHORT TRACK
 Kam Raceway, Hastings. Info 402/463-4717 or 463-7677.
SOUTH CAROLINA SUPERCROSS
 Stepp Mill MX, Riverside Speedway, Travelers Rest. Info 704/685-3033.
TEXAS MOTOCROSS
 Ross Downs MX, Colleyville. Info 817/481-2804.

October 9-10**CALIFORNIA ICE SPEEDWAY**

• AMA/FIM, United Speedway of America, Inc. Oakland Coliseum, Oakland. Info 209/268-5856.

October 10**ALABAMA MOTOCROSS**

Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
ALABAMA MOTOCROSS
 Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ALABAMA MOTOCROSS
 County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ARIZONA MOTOCROSS
 Thrasher Land, Glendale. Info 602/872-9737.
ARKANSAS MOTOCROSS
 Cleburne County Speedway, Heber Springs. Info 501/362-6474.
CALIFORNIA MOTOCROSS
 Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
 SMX, Perris Raceway, Perris. Info 714/582-3482.
CALIFORNIA SHORT TRACK
 R & D Ent. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA MOTOCROSS
 AMA/D-36, Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA MOTOCROSS
 Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
FLORIDA MOTOCROSS
 RPMC 3rd race of series. Homestead. Info 305/255-3718.
FLORIDA SHORT TRACK/MX
 Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
 Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
GEORGIA MOTOCROSS
 Catoosa County MX, Ringgold. Info 404/861-3000.
GEORGIA MOTOCROSS
 Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
 Southern Supercross, between Dalton, GA & Chattanooga, TN. Info 404/259-5092.
ILLINOIS ENDURO
 Big Red Enduro, Mid State MC, Mt. Olive. Info 217/999-7114 or 618/656-5148.
KENTUCKY HARE SCRAMBLES/MX
 KY State C'ship MX, Eastern KY MX, Eastern. Info 606/285-9306.
KENTUCKY MOTOCROSS
 Allen County Jaycees, New Fairgrounds, Scottsville. Info 502/237-4688 or 237-4509.
MICHIGAN MOTOCROSS
 MRA, Hillsdale Green Acres.

Hillsdale. Info 517/357-4456.

MICHIGAN MOTOCROSS

MRA, Morelands MX Park, Stanton. Info 517/235-4105.
NORTH CAROLINA SUPERCROSS
 Rolling Hills Cycle Park, Reidsville. Info 919/342-4492.
OHIO MOTOCROSS
 • AMA/D-11, Holeshot Hills of Cincinnati, Harrison. Info 513/738-3914 or 738-2678.
OHIO SHORT TRACK
 Sideways Promotions, Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO SHORT TRACK
 • Matthias Raceway, New Philadelphia. Info 216/859-2408.
OHIO MOTOCROSS
 • AMA/D-11, Honda Hills, Linnville. Info 614/228-0690 or 323-3766.
OREGON MOTOCROSS
 Yamaha Gold Cup #5, Clark's Branch, Roseburg. Info 503/673-1671 or 672-4179.
PENNSYLVANIA SHORT TRACK
 AMA, Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA MOTOCROSS
 • Sleepy Hollow MX Park, Fredericksburg. Info 717/865-3302.
TENNESSEE MOTOCROSS
 I-40 MX Race Park, Lenoir City. Info 615/986-4764 or 637-7041.
TEXAS SHORT TRACK/TT
 • TOTA, Mike Kidd Promotions, Boyd Raceway, Boyd. Info 817/627-7480 or 433-5587.

October 10-11**CALIFORNIA ROAD RACE**

AFM South C'ship Series, Riverside. Info 213/864-0704.
KENTUCKY MOTOCROSS
 KY State C'ship, Eastern KY MX, Eastern. Info 606/285-9306.
NEVADA ROAD RACE/DESERT RACE
 Utah Sport Bike Assn./Utah Desert Foxes, Wendover. Info 801/582-1175 or 969-6844.
NORTH CAROLINA MOTOCROSS
 • S.E. MX Assn. C'ship, Montrose MX, Raeford. Info 919/875-3805.

October 11**ALABAMA POKER RUN**

Reynold's Pasture, Maplesville. Info 205/366-4303 or 366-2816.
CALIFORNIA MOTOCROSS
 • CMC, Pierson Speedway, Ridgecrest. Info 619/446-7240.
CALIFORNIA HARE SCRAMBLES
 AMA/D-36, Los Gates MC, Hollister Hills SVRA, upper ranch, Hollister. Info 408/377-2393.
CALIFORNIA TRIALS
 Plonker III Observed trials, ATA/AMA, Lucerne Valley. Info 714/841-2929 or 213/943-4415.
CALIFORNIA MOTOCROSS
 • CRC, Western USA C'ship, L.A. County Raceway, Palmdale. Info 805/272-3482.
CALIFORNIA OFF ROAD RACE
 • Miller High Life Off Road Challenge, Don Brown Racing, Glen Helen OHV Park, San Bernardino. Info 714/880-1733 or 381-4454.
CALIFORNIA MOTOCROSS
 • DRC, DeAnza Cycle Park, Sunnyvale. Info 714/242-5840.
CALIFORNIA SPEEDWAY/TT
 • TT - Round 6, Smoke & Roar Racing, White Wolf Raceway, Arvin. Info 213/473-1656.
CALIFORNIA VINTAGE ROAD RACE
 CVRG C'ship Series, Sears Point Int'l Raceway, Sonoma. Info 415/829-6091.
CALIFORNIA GRAND PRIX
 SRA, Hilltoppers MC, Rosarito Beach, La Playa. Info 213/428-4971 or 714/898-4557.
CALIFORNIA POKER RUN
 AMA/D-37, Dual Sport P.R. Pumpkin Run, Shamrocks MC, Newhall. Info 805/259-4732.
CALIFORNIA MINI ROAD RACE
 SMX, YSR50 Mini Road Race, Ascot Cycle Park, Gardena. Info 714/582-3360.
DELAWARE SHORT TRACK
 DE S.T. Assn. C'ship, Middleford Speedway, Seaford. Info 302/422-4914 or 422-0481.
FLORIDA MOTOCROSS
 4th Race of Series, RPMC, Homestead. Info 305/255-3718.
FLORIDA MOTOCROSS
 FMC Fall Series, MX of Marion County, Reddick. Info 904/591-2050 or 591-2377.
GEORGIA MOTOCROSS
 GA Cycle Supply Fall Series, Rome Cycle Ranch, Rome. Info 404/235-3454.
GEORGIA MOTOCROSS
 Calhoun MX, between Chattanooga, TN & Atlanta, Calhoun. Info 404/629-7511.
ILLINOIS POKER RUN
 Variety Riders MC, Ottawa. Info 815/433-3554.
KANSAS MOTOCROSS
 KMSA, Prairie Pups MC, Abandoned Navy Air Station, Hutchinson. Info 316/663-4066.
KENTUCKY MOTOCROSS
 Pendleton County MC Park, DeMossville. Info 606/472-3442.
MARYLAND MOTOCROSS
 AMA, Antietam MC, Hagerstown. Info 301/797-8686.
MEXICO GRAND PRIX
 SRA/Hilltoppers GP, Rosarito Beach, Baja. Info 714/828-1358.
MICHIGAN MOTOCROSS
 • MRA, Log Road TNT, Coldwater. Info 517/522-4380.

MICHIGAN MOTOCROSS

MRA, Brown City MX, Brown City. Info 517/522-4380.
MICHIGAN MOTOCROSS
 MRA, Morelands MX Park, Stanton. Info 517/235-6631.
MISSOURI SHORT TRACK/TT
 Motorsport Raceway, Cape Girardeau. Info 314/334-5439 or 334-7730.
MISSOURI MOTOCROSS
 MXP, Finger Lakes State Park, Columbia. Info 314/474-2444 or 696-5561.
NEW YORK MOTOCROSS
 • Ace MX, AMA/D-34, Modena. Info 914/462-0570.
NORTH CAROLINA HARE SCRAMBLES
 AMA Nat'l Devil's Ridge 100, Sanford. Info 919/776-1767 or 776-2412.
OHIO MOTOCROSS
 CRA, Amherst Meadowlarks Clubgrounds, Amherst. Info 216/988-9100.
OHIO HARE SCRAMBLE
 Broken Spokes MC/Boy Scouts, Broken Spokes Raceway, New Philadelphia. Info 216/364-2481.
OKLAHOMA MOTOCROSS
 Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
OKLAHOMA MOTOCROSS
 • Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OREGON MOTOCROSS
 • Yamaha Gold Cup #6, Eugene. Info 503/688-1274 or 206/568-3235.
PENNSYLVANIA MOTOCROSS
 5th Annual Koerner Ford C'ship, Hurricane Hills Sports Center, Clifford. Info 717/587-2190 or 222-9290.
TENNESSEE MOTOCROSS
 • Muddy Creek MX, Blountville. Info 615/323-5497 or 323-8128.
TENNESSEE MOTOCROSS
 • Putnam County Fairgrounds, Cookeville. Info 615/528-5724.
TENNESSEE MOTOCROSS
 • AMA, B & J MX, Clarksville. Info 502/522-6389 or 763-2393.
TEXAS MOTOCROSS
 • Carta Blanca MX Series, Webb County Int'l Raceway, Laredo. Info 512/724-2101.
WASHINGTON MOTOCROSS
 Squisher Racing, Horn Rapids ORV Park, Richland. Info 509/837-4438.
WYOMING TRIALS
 Observed trials, WMTA Series, Forgy's Ranch, Casper. Info 307/237-9036.

October 14**CALIFORNIA MOTOCROSS**

• CMC, Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA MOTOCROSS
 Sacramento Raceway, Sacramento. Info 916/366-7368.
CALIFORNIA DRAGS
 Baylands Raceway Park, Fremont. Info 415/651-2545.
TEXAS YSR RACE
 YSR Mini Cup Series, Texas World Speedway, College Station.

October 16**CALIFORNIA MOTOCROSS**

• CMC, Ascot Park, Gardena. Info 714/261-6116.
CALIFORNIA STADIUM MX
 SRA, Sacramento Raceway Park, Sacramento. Info 916/363-2653.
CALIFORNIA SHORT TRACK
 • AMA/D-36, Lodi Cycle Bowl, Lodi. Info 209/368-7182.
FLORIDA MOTOCROSS
 S.E. C'ship Series, Hyman/Myers Speedway Park, Tallahassee. Info 904/656-2915.
MICHIGAN MOTOCROSS
 • MRA, Milan Excitement City, Milan. Info 517/522-4380.
NEBRASKA SHORT TRACK
 Kam Raceway, Hastings. Info 402/463-4717 or 463-7677.
NEW YORK MOTOCROSS
 Dyno Port C'ship, Enfield, 7 mi W. of Ithaca. Info 315/253-9631.
SOUTH CAROLINA SUPERCROSS
 • Stepp Mill MX, Riverside Speedway, Travelers Rest. Info 704/685-3033.
TEXAS MOTOCROSS
 • Ross Downs MX, Colleyville. Info 817/481-2804.

October 16-17**CALIFORNIA ICE SPEEDWAY**

• AMA/FIM, United Speedway of America, Inc. San Diego Sports Arena, San Diego. Info 209/268-5856.

October 17**ALABAMA MOTOCROSS**

• Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ALABAMA MOTOCROSS
 County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ARIZONA MOTOCROSS
 Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA SHORT TRACK
 • R & D Ent. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA MOTOCROSS
 Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA MOTOCROSS
 • Cycleland Speedway, Chico. Info 916/342-0063.

MOTOCROSS**October 18****Ohio Valley MX • Louisville, KY****Final Points Race Of Series**

Gates Open 9:00am
Practice 10:00am
Race 12 noon

General Admission
Adults \$5.00
Children 7-12 \$2.50
Under 7 Free

Entry Fee \$12.00 Per Class
2 Motos For Each Class

*** Riders Must Ride A Trophy Class To Ride In "DASH FOR CASH"****Money Classes: A Class (100% Payback)*****DASH FOR CASH* \$100/\$50/\$25**

Trophy Classes: Open Class 251-Up
250B, 125B, 125C (First Year Riders Only), Enduro,
80cc (Under 16), 3-Wheel Open, 4-Wheel Open, Senior,
50 Auto (Under 9), Pee-Wee ATV

ALSO!

***Hare Scrambles 4:30pm**
Part of Blue Grass Series
***SIRA Go-Karts**
Final Race of Series

Admission Good For All 3 Events**Door Prizes & Cash Drawings Throughout The Day**

Info: (502) 935-7674
OVR MX, Inc.

AMA
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500 CC BIKES
NO BRAKES

Participating Countries:
U.S.A., Canada, England, Czechoslovakia,
France, Germany, New Zealand

OAKLAND COLISEUM - October 9 & 10
Oakland, CA

Ticket Info: **BASS**
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THE WAREHOUSE & TOWER RECORDS
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SAN DIEGO SPORTS ARENA - October 23 & 24
San Diego, CA

Ticket Info: Ticket Master (619) 278-TIXS INFO (619) 242-4176

FRA/CRC Proudly presents**FAMILY ENDURO****20% Trophies • 8 am Start • 2 loops — 70 miles****Red Mountain, CA****October 11, 1987****ATV's Welcome**

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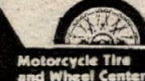
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CHAMPIONSHIP WEEKEND '87

OCTOBER 24 & 25

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**Weekly news,
not monthly history**

AMA

District 37 Calendar

Southern California

For Competition Cards & Schedule Call
Art More (818) 707-3736

Oct. 11 CHECKER M/C CONTACT: Scott Stearns PHONE: (805) 251-1352 LOCATION: Fremont Valley, Lime from 395 & Randsburg Rd. and Hwy. 14 & Garlock Rd. Oct. 18 TRAINING WHEELS M/C CONTACT: Anne Crawshaw PHONE: (213) 374-5759 LOCATION: Rand Mts. Oct. 25 100's M/C CONTACT: Jim Peterson PHONE: (714) 985-1567 LOCATION: Johnson Valley Bessemer Mine Rd. Lime from fire station. ATV OK. Oct. 31 PROSPECTORS M/C CONTACT: Bill Dell PHONE: (213) 973-1739 LOCATION: Barstow College Nov. 1 CHECK POINTS M/C CONTACT: Richard Ambrose PHONE: (714) 643-9108 LOCATION: Lucerne Valley Nov. 8 SO CAL H&H CONTACT: Tank Underwood PHONE: (818) 362-8607 LOCATION: Teagle Wash, lime 395 & Trona Rd., Red Mountain	H&H ENDURO H&H G.P. Nat'l Enduro H&H
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National AMA
Membership Information
1 (800) AMA-JOIN
Call between 6 a.m. - 2 p.m.
California Time

Want Ad Information — 213/427-7433

Tri-State Fall Series

October 18

SAND HILL MX

Chesterfield, SC

CLASSES:
Motorcycle
Regular Amateur Classes
Plus 125 Pro & 250/Open Pro
ATV
3-Wheel AM, 4-Wheel 2 Stroke AM,
4-Wheel 4 Stroke AM, 4-Wheel Pro





Sign Up 7:30 am
Practice 8:30 am
Race 10:00 am

Info: (803) 623-2036

CALIFORNIA

RACE SCHEDULE

ATV CLASSES AT ALL EVENTS

MOTOCROSS

SUN OCT. 18 Glen Helen

SUN OCT. 25 LA County Raceway

SUN NOV. 1 Perris Raceway
Gremlin G.P.

SUN NOV. 8 LA County Raceway

** OPEN PRACTICE **
9 am to 2 pm Every Sat — LA County Raceway

* VINTAGE RACING *
Every Second Sunday — LA County Raceway

CRC Info 805-272-8889

Race With The Best

OCTOBER 18, 1987

1987 "Dodge Truck" Trans-Cal

Carlsbad Raceway, Carlsbad, CA

Round #7 - Final Round

CA (714) 261-6116

NMA

NATIONAL & REGION

ACTIVITIES

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CALIFORNIA MOTOCROSS
● AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/582-3482.
DELAWARE MOTOCROSS
● Middleford Speedway, Seaford. Info 302/422-4914 or 629-4358.
FLORIDA SAND DRAGS
● Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
Southern Supercross, between Dalton, GA & Chattanooga, TN. Info 404/259-5092.
KENTUCKY MOTOCROSS
AMA Lakeland MX, Trigg County Rec. Complex, Cadiz. Info 502/522-6389 or 615/763-2373.
MICHIGAN MOTOCROSS
MRA. Hillsdale Green Acres, Hillsdale. Info 517/357-4456.
NEW JERSEY MOTOCROSS
● AMA. Kawasaki Race of Champions. Raceway Park MX, Englishtown. Info 201/446-6331.
OHIO TT SCRAMBLE
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO TRIALS
Observed Trials. Trials, Inc. Cincinnati. Info 216/327-2527.
PENNSYLVANIA ROAD RACE
Coca-Cola Dirt Track Micro Sprint C'ship. Trail-Way Speedway, Hanover. Info 717/359-4310.
SOUTH CAROLINA MOTOCROSS
Dixieland Racing. Seclusion MX, Anderson. Info 803/296-5983.
TENNESSEE MOTOCROSS
I-40 MX Race Park, Lenoir City. Info 615/986-4764 or 637-7041.
TEXAS SHORT TRACK/TT
● TDFA. Mike Kidd Promotions. Boyd Raceway, Boyd. Info 817/627-7480 or 433-5587.
TEXAS MOTOCROSS
● TMC. Goodtimes Motor Sports Park, San Antonio. Info 512/881-1407.
WASHINGTON MOTOCROSS
● Yamaha Gold Cup #7. Horn Rapids ORV Park, Richland. Info 509/248-1472 or 248-9113.

October 17-18

MICHIGAN MOTOCROSS
MRA. Moreland's Supercross Park, Stanton. Info 517/235-4105.
NORTH CAROLINA DRAGS
● HDRA. Nat'l Finals. Farmington Dragway, Farmington. Info 919/325-2845.
OHIO MOTOCROSS
● Action Sports Promotions, Nelsonville. Info 614/753-2169.
OHIO MOTOCROSS
● AMA/D-11. Dirt Country MX Park, Blanchester. Info 513/625-9987 or 791-8970.

October 18

ALABAMA MOTOCROSS
GA Cycle Supply Fall Series. Wares Ferry MX, Montgomery. Info 205/277-1313.
CALIFORNIA MOTOCROSS
● CRC. Don Brown Racing. Glen Helen OHV Park, San Bernardino. Info 714/880-1733 or 381-4454.
CALIFORNIA MOTOCROSS
● SMX. Western USA C'ship. DeAnza Cycle Park, Sunnyvale. Info 714/582-3482.
CALIFORNIA MINI MX
CMC Series. Barona Oaks Raceway, Ramona. Info 619/347-3909.
CALIFORNIA VINTAGE MOTOCROSS/RALLY
CVRG/Dick Mann. Sandhill Ranch, Brentwood. Info 415/829-6091.
CALIFORNIA MOTOCROSS
● CMC. Marysville MX, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA MOTOCROSS
● CMC. Tulare Raceway, Tulare. Info 209/686-4080 or 688-3949.
COLORADO TRIAL
RMTA Series. Rock Creek, Colorado Springs. Info 303/683-3419.
FLORIDA MOTOCROSS
S.E. C'ship Series. Hyman Myers Speedway Park, Tallahassee. Info 904/656-2915.
FLORIDA MOTOCROSS
FMC Fall Series. Ocala MX, Zuber. Info 904/622-9400 or 867-1340.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Catoosa County MX, Ringgold. Info 404/861-3000.
ILLINOIS HARE SCRAMBLES
AMA. Belleville Enduro Team, Belleville. Info 618/235-6666 or 277-DIRT.
KANSAS MOTOCROSS
GNC Qualifier. Moto-Sport, Inc. Coal County MX Park, Pittsburg. Info 316/231-7643 or 347-4178.
KANSAS MOTOCROSS
GNC Qualifier. Hutchinson. Info 316/663-4066.
KENTUCKY MOTOCROSS
Greenbo MX, Argillite. Info 606/473-7590.
MARYLAND MOTOCROSS
AMA. Antietam MC, Hagerstown. Info 301/797-8686.

MASSACHUSETTS TRIALS
NETA Series. King Phillip MC, Wrentham. Info 401/421-6929 or 333-0523.
MICHIGAN MOTOCROSS
MRA. Irish Hills Moto Park, Clinton. Info 517/522-4380.
MISSOURI SHORT TRACK
Motorsport Raceway, Cape Girardeau. Info 314/334-5439 or 334-7730.
MISSOURI MOTOCROSS
● Mid-America Cycle World, Memphis. Info 816/465-7067.
NEVADA ENDURO/CROSS COUNTRY
High Sierra MC. Gardnerville/Minden. Info 916/577-4483.
NORTH CAROLINA MOTOCROSS
Silver Creek Knob MX Park, Morgantown. Info 704/584-2808.
NORTH CAROLINA MOTOCROSS
Asbury MX Park, Westfield. Info 919/871-2050.
OHIO TRIALS
Observed Trials. Trials, Inc. Dayton. Info 216/327-2527.
OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OHIO ENDURO
42nd Annual Milk Run. Athens MC Clubgrounds, Athens. Info 614/592-1692.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
OKLAHOMA CROSS COUNTRY
OCCRA. Stillwater Parks & Rec. Club, Stillwater. Info 405/377-2525 days.
OREGON ROAD RACE
OMRRA. Portland. Info 206/363-3597.
PENNSYLVANIA HARE SCRAMBLE/MX
AMA/D-5. M & G Racing. Beaver Valley Raceway, Hookstown. Info 412/693-2880.
PENNSYLVANIA HARE SCRAMBLE
AMA/D-6. Flying Dutchmen MC, Pine Grove. Info 717/345-6340 or 345-8918.
PENNSYLVANIA MOTOCROSS
AMA/D-5. Steel City MX, Delmont. Info 304/594-1157 or 412/468-4851.
SOUTH CAROLINA MOTOCROSS
● AMA/D-29. Tri State Fall Series. Sands Hill MX, Chesterfield. Info 803/623-2036.
TENNESSEE MOTOCROSS
● Smoky Mountain MX, Pigeon Forge. Info 615/453-8203 or 453-4622.
TEXAS HALF MILE
AMA. Devils Bowl Speedway, Dallas. Info 817/488-9133.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
VIRGINIA DRAGS
S.M.E. Cycle Club, Dillwyn. Info 804/983-3332.
VIRGINIA HARE SCRAMBLE
VA C'ship Series. Peninsula 100 Classic. Newport News. Info 804/877-0836.
WASHINGTON MOTOCROSS
Motocross Northwest. Washougal MX Track, Washougal. Info 503/673-1671 or 928-4474.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV Park, Richland. Info 509/837-4438.

October 21

CALIFORNIA DRAGS
Sacramento Raceway, Sacramento. Info 916/366-7368.
CALIFORNIA DRAGS
● Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA MOTOCROSS
● CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.

October 23

CALIFORNIA VINTAGE MX
● CMC. Ascot Park, Gardena. Info 714/897-8265.
CALIFORNIA STADIUM MX
SRA. Sacramento Raceway Park, Sacramento. Info 916/363-2653.
CALIFORNIA SHORT TRACK
● AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
MICHIGAN MOTOCROSS
● MRA. Milan Excitement City, Milan. Info 517/522-4380.
NEBRASKA SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717 or 463-7677.
SOUTH CAROLINA SUPERCROSS
● Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
TEXAS MOTOCROSS
● Ross Downs MX, Colleyville. Info 817/481-2804.

October 24

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
ALABAMA MOTOCROSS
● Gary's Warrior MX, Warrior. Info 205/849-8069 or 447-5612.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
ARKANSAS MOTOCROSS
Cleburne County Speedway, Heber Springs. Info 501/362-6474.

CALIFORNIA MOTOCROSS
● Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA SHORT TRACK
● R & D Ent. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA MOTOCROSS
AMA/D-36. Dirt Devils. Lakeport Speedway, Lakeport. Info 707/274-8210.
CALIFORNIA MOTOCROSS
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/582-3482.
DELAWARE MOTOCROSS
● DE S.T. Assn. Middleford Speedway, Seaford. Info 302/422-4914 or 629-4358.
FLORIDA SHORT TRACK/MX
● Fall Series. Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
Southern Supercross, Between Dalton, GA & Chattanooga, TN. Info 404/259-5092.
GEORGIA MOTOCROSS
Catoosa County MX, Ringgold. Info 404/861-3000.
KENTUCKY MOTOCROSS
● Allen County Jaycees. New Fairgrounds, Scottsville. Info 502/237-4688 or 237-4509.
MICHIGAN MOTOCROSS
MRA. Hillsdale Green Acres, Hillsdale. Info 517/357-4456.
MISSISSIPPI MOTOCROSS
AMA Mid-South C'ship. River City MX, Cotton Bowl Speedway, Byhalia. Info 901/365-4368 or 601/838-4032.
OHIO SHORT TRACK/TT
● All Pro Night. Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO MOTOCROSS
● AMA/D-11. Honda Hills, Linnville. Info 614/228-0890 or 323-3768.
TENNESSEE MOTOCROSS
I-40 MX Race Park, Lenoir City. Info 615/986-4764 or 637-7041.
TEXAS SHORT TRACK/TT
● TDFA. Mike Kidd Promotions. Boyd Raceway, Boyd. Info 817/627-7480 or 433-5587.
WASHINGTON MOTOCROSS
● CMC. Gold Star Series. Thurston Co. ORV Sports Park, McCleary. Info 206/435-9782.

October 24-25

CALIFORNIA SIDE CAR RALLY
So. Cal. Sidecar Experience. Griffith Park, Mineral Wells Picnic Area. Info 818/780-5542.
MICHIGAN MOTOCROSS
MRA. Moreland's Supercross Park, Stanton. Info 517/235-4105.

October 25

CALIFORNIA ENDURO
AMA/D-36. Jackhammer Enduro. Oakland MC. Fouts Springs, Stonyford. Info 415/534-6222 or 830-0395.
CALIFORNIA MOTOCROSS
● CRC. LA County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
● CMC. Carlsbad Raceway, Carlsbad. Info 619/744-6116.
CALIFORNIA MOTOCROSS
● Pierson Speedway, Ridgecrest. Info 619/446-7240.
CALIFORNIA GRAND PRIX
● SRA. Perris Raceway, Perris. Info 714/828-1358.
CALIFORNIA MOTOCROSS
● DRC. DeAnza Cycle Park, Sunnyvale. Info 714/242-5840.
CALIFORNIA MOTOCROSS
● CMC. Argyle Park, Dixon. Info 916/678-3592 or 678-9956.
CALIFORNIA MOTOCROSS
● SMX. Also Top Gun. Glen Helen OHV Park, San Bernardino. Info 714/880-1733 or 381-4454.
CALIFORNIA TRIAL
Observed Trial. AMA/ATA/SDTR. Corral Canyon ORV Area, San Diego. Info 619/449-4980.
CALIFORNIA MINI ROAD RACE
SMX. YSR50 Series. Ascot Cycle Park, Gardena. Info 714/582-3360.
CALIFORNIA MINI ROAD RACE
SRE. Kern Kart Track, Bakersfield. Info 805/871-7055.
COLORADO TRIALS
RMTA Senior Series. Turkey Rock (Salida). Info 303/751-1281.

DELAWARE ENDURO
ECEA C'ship Series. Delaware-Enduro Riders. Bear. Info 302/834-4411.
DELAWARE DIRT DRAGS
Middleford Speedway, Seaford. Info 302/422-4914 or 422-0481.
FLORIDA SCRAMBLES
● Super Two's. Triathlon Series. Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
FMC. South GA MX, Valdosta. Info 912/244-6050 or 242-6779.

GEORGIA MOTOCROSS
Calhoun MX, between Atlanta & Chattanooga. Info 404/629-7511.

INDIANA MOTOCROSS
H. Cubed, Inc. Lake Eliza, Valpariso. Info 219/482-3267.

IDAHO HARE & HOUND
AMA. Dirt MC, Murphy. Info 208/726-3911.

INDIANA HARE SCRAMBLES
Red Fox T-N-T, Lynnville. Info 812/464-8455.

KENTUCKY HARE SCRAMBLE
Pendleton County MC Park, Demossville. Info 606/472-3442.

LOUISIANA ENDURO
AMA Regional C'ship. Acadiana Dirt Riders, Alexandria. Info 318/233-8811.

MEXICO MOTOCROSS
Carta Blanca MX Series. Los Torres MX Park, Monterrey. Info 83/450-870 or 450-902.

MICHIGAN MOTOCROSS
MRA. Log Road TNT, Coldwater. Info 517/522-4380.

NEW YORK MOTOCROSS
AMA. NY State C'ship. Broome-Tioga Sports Center, Binghamton. Info 607/723-3523 or 648-4997.

NEW YORK MOTOCROSS
AMA. Walden Playboys MC, Wallkill. Info 914/883-7094.

NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.

NORTH CAROLINA MOTOCROSS
S.E. MX Assn. Montrose MX, Raeford. Info 919/875-3805.

OHIO TEAM HARE SCRAMBLES
4 Hour Team HS. CRA, Amherst Meadows, Amherst. Info 216/988-9100.

OKLAHOMA MOTOCROSS
Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.

OKLAHOMA ENDURO
BJEC Enduro, Oklahoma City. Info 405/691-1999.

PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX Park, Fredericksburg. Info 717/865-3302.

TENNESSEE MOTOCROSS
Putnam County Fairgrounds, Cookeville. Info 615/528-5724.

TEXAS MOTOCROSS
AMA. Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.

VIRGINIA MOTOCROSS
AMA/D-29. Tri State Fall Series. David Bailey's Lake Sugar Tree, Axton. Info 703/650-3030.

WASHINGTON MOTOCROSS
Squisher Racing, Horn Rapids ORV, Richland. Info 509/837-4438.

WASHINGTON ROAD RACE
WMRA Series. Seattle Int'l Raceway, Kent. Info 206/363-3597.

October 30

CALIFORNIA STADIUM MX
SRA. Sacramento Raceway Park, Sacramento. Info 916/363-2653.

CALIFORNIA MOTOCROSS
CMC. Ascot Park, Gardena. Info 714/261-6116.

MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 517/522-4380.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717 or 463-7677.

SOUTH CAROLINA SUPERCROSS
Stepp Mill MX, Riverside Speedway, Travelers Rest. Info 704/685-3033.

TEXAS MOTOCROSS
Ross Downs MX, Colleyville. Info 817/481-2804.

October 31

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.

ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.

ARKANSAS MOTOCROSS
Cleburne County Speedway, Heber Springs. Info 501/362-6474.

CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.

CALIFORNIA SHORT TRACK
R & D Ent. Monterey County Fairgrounds, Monterey. Info 408/449-7367.

CALIFORNIA MOTOCROSS
SMX. Perris Raceway, Perris. Info 714/582-3482.

DELAWARE MOTOCROSS
DE S.T. Assn. Middleford Speedway, Seaford. Info 302/422-4914 or 629-4358.

FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.

GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.

GEORGIA MOTOCROSS
Southern Supercross, between Dalton & Chattanooga. Info 404/259-5092.

MICHIGAN MOTOCROSS
MRA. Hillsdale Green Acres, Hillsdale. Info 517/357-4456.

OHIO MOTOCROSS
AMA/D-11. Honda Hills, Linnville. Info 614/228-0690 or 323-3766.

OHIO HARE SCRAMBLES
AMA/D-11. Central OH Comp. Riders, Sugar Grove. Info 614/237-3511.

PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX Park, Fredericksburg. Info 717/865-3302.

SOUTH CAROLINA MOTOCROSS
Dixieland Racing, Seclusion MX, Anderson. Info 803/296-5983.

TENNESSEE MOTOCROSS
I-40 MX Race Park, Lenoir City. Info 615/986-4764 or 637-7041.

Oct. 31- Nov. 1

CALIFORNIA HILLCLIMB
Southern Calif. Hillclimber Assn. C'ship. DeAnza Cycle Park, Sunny-mead. Info 714/545-7084 or 638-4589.

CALIFORNIA GRAND PRIX
Prospectors MC, Barstow College, Barstow. Info 213/370-7010 or 818/841-8046.

November 1

ALABAMA MOTOCROSS
Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.

ARIZONA DESERT RACE
ADRA. Vulture Mining District, Wickenburg. Info 602/252-1900.

CALIFORNIA MINI MX
CMMC. Barona Oaks Raceway, Ramona. Info 619/347-3909.

CALIFORNIA MOTOCROSS
SMX. DeAnza Cycle Park, Sunny-mead. Info 714/582-3482.

CALIFORNIA GRAND PRIX
CRC. Perris Raceway, Perris. Info 805/272-8889.

CALIFORNIA MOTOCROSS
CMC. Martinez Racing, Argyll Park, Dixon. Info 916/678-3592 or 678-9956.

CALIFORNIA GRAND PRIX
DCR. Don Brown Racing, Glen Helen OHV Park, San Bernardino. Info 714/880-1733 or 381-4454.

FLORIDA MOTOCROSS
Florida Gold Cup Series. DeSotoOff-Road Raceway, Bradenton. Info 813/322-1939.

FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, W. Palm Beach. Info 305/793-3394 or 622-1400.

FLORIDA ENDUROS/SCRAMBLES
Triathlon Series, Orange County Raceway, Orlando. Info 305/568-2271.

FLORIDA MOTOCROSS
S.E. C'ship Series. Hyman-Myers Speedway Park, Tallahassee. Info 904/656-2915.

GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.

GEORGIA MOTOCROSS
Catoosa CCounty MX, Ringgold. Info 404/861-3000.

INDIANA HARE SCRAMBLE
Team Race. Red Fox TNT, Lynnville. Info 812/464-8455.

INDIANA MX/ICE RACE
H. Cubed, Inc. Lake Eliza, Valpariso. Info 219/462-3267.

KENTUCKY MOTOCROSS
Greenho MX, Argillite. Info 606/473-7590.

MICHIGAN HARE SCRAMBLE
Hillsdale Green Acres, Hillsdale. Info 517/357-4456.

MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 517/522-4380.

MISSOURI HARE SCRAMBLES
MO H.S. C'ship Series. Nasty Creek, Stanton. Info 314/239-5611.

NEW YORK MOTOCROSS
AMA/D-34. Ace MX, Modena. Info 914/762-2722 or 462-0570.

NORTH CAROLINA MOTOCROSS
Asbury MX Park, Westfield. Info 919/871-2050.

NORTH CAROLINA SUPERCROSS
Rolling Hills Cycle Park, Reidsville. Info 919/342-4492.

OHIO MOTOCROSS
AMA/D-11. Holeshot Hills of Cincinnati, Harrison. Info 513/738-3914 or 738-2678.

OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.

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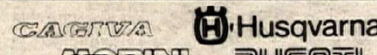
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Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

Location of event: _____

City/Town: _____ State: _____

Phone number (with area code)
for more information: _____

Your name: _____

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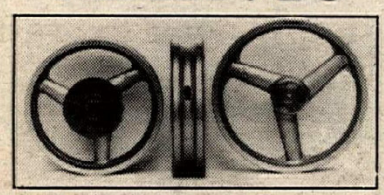
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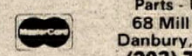
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RESULTS

Motocross NEMA Loudon, NH Sept. 13 By Steve Douville

Josh Bailey	Yam
J. Daniele	Yam
A. Prebhe	dYam
J. Trahan	Yam
D. Catalfamo	Yam
60 EX	
G. Douville	Kaw
R. Kaichen	Kaw
60 AM	
A. Trahan	Kaw
C. Lucier	Kaw
B. Brown	Kaw
S. Jordan	Kaw
B. Larson	Kaw
60 NOV	
E. Paradis	Kaw
J. Antonuck	Kaw
N. Maslowski	Kaw
N. Farias	Hon
T. Lord	Kaw
80 7-11 AM	
D. Leary	Kaw
R. Kaichen	Yam
D. Souza	Kaw
B. Brown	Kaw
C. Lucier	Yam
80 7-11 NOV	
E. Newmon	Kaw
M. Shea	Kaw
B. Larson	Kaw
M. Paradis	Yam
Mandy Moore	Hon
80 12-13 EX	
J. Buzze	Kaw
T. Simons	Kaw
B. Nichols	Kaw
D. Hicks	Yam
80 12-13 AM	
Chris Lucier	Yam
C. Moore	Yam
S. McCabe	Hon
Chad Lucier	Yam
P. Shipmon	Kaw
80 12-13 NOV	
E. Newmon	Kaw
P. McMahon	Kaw
S. O'Conner	Suz
E. Taylor	Yam
J. Maslowski	Hon
80 14-16 EX	
S. Giboney	Hon
R. Barnes	Kaw
P. Jakiel	Kaw
B. Beach	Kaw
80 14-16 AM	
M. Casey	Kaw
P. Oknos	Kaw
W. Tsakiris	Kaw
S. Nteta	Kaw
S. Archambault	Kaw
80 14-16 NOV	
M. Mantel	Kaw
M. Lobsien	Yam
R. Ross	Hon
105 OPEN	
Steve Giboney	Hon
Jason Buzze	Kaw
Bob Beach	Kaw
Ron Barnes	Kaw
Scott Carter	Kaw
S/MINI (BIGWHL)	
S. Valeriani	Kaw
D. Pinet	Kaw
J. Ruddy	Kaw
R. Strangemon	Kaw
125 EX	
K. Wadsworth	Cag
B. Cole	Kaw
A. Kirkpatrick	Kaw
J. Wood	Hon
125 AM	
G. Pearson	Hon
D. White	Kaw
E. Gardner	Kaw
G. McDermott	Hon
S. Lord	Kaw
125 NOV	
J. Grace	Kaw
M. Merchont	Hon
J. Davie	Hon
S. Brad	Hon
J. Farr	Kaw
125 OPEN	
R. Zeilfelder	Kaw
S. Conary	Kaw
J. Talbot	Kaw
B. Cole	Kaw
J. Wood	Hon

125 BEG Michael Dowdy Kevin Shemwell Chad Bolding Buddy Knox Jeff Jones

125 B	
Scott Meredith	Kaw
Virgil Sudbts	Kaw
Benny Cowon	Kaw
125 C	
Kevin Campbell	Hon
Timmy White	Hon
Eddy Crouch	Yan
Dale Stallings	KTM
Correy Ballard	Yan
Z-50 A	
Toby Harris	Hon
Mark-Guy	Yan
250 B	
Timothy Smith	Kaw
Kenneth Summers	Yan
Rocky Montoya	Hon
Craig Fruit	Hon
Phillip Parham	Kaw
ENDR	
Wade Sutton	Hon
Derin Foster	Yan
Shane Lankford	Hon
250 C	
Richard Powers	Kaw
Steve Buntin	Yan
Sam Buntin	Kaw
Nathan Kennedy	Hon
Richard King	Kaw
OPEN B	
Michael Taylor	KTM
James Bamblett	Hon
Steve Appleton	Hon
Michael Gentry	Kaw
John Means	Kaw
SR	
Timothy Smith	Kaw
Kenneth Summers	Yan
Ronnie Ray	Hon
Dale Stallings	KTM

1987 AMRA C'ship Final Point Standings Kincaid Park Anchorage, AK By M. R. Edge

50 NOV	Luke Rambur	400
	Popeye Gonzalez	264
	Richie Biley	140
	Monty Nielson	109
	Lisa Stephens	101
60 NOV	Josh Rambur	375
	Casey Johnson	363
	Marc Henderson	338
	Cory Bauder	325
	Bruce Nielson	299
80 NOV	Chris DeWinter	419
	Roger Lindstrom	366
	Scott DeWinter	309
	Gary Gordon	187
	Kevin McElliot	93
80 EX	Aron Niles	420
	Matt Galbraith	401
	Wayne Simonds	345
	James Stanley	275
	Kenny Gordon	246
125 NOV	Mike Guthrie	341
	Leif Forsythe	329
	Aaron Poland	317
	Rudolph Ortega	269
	Mike Reed	132
125 EX	Joe Good	441
	Jason Anderson	384
	Lance Leneave	180
	David Nevel	177
	Chris Lindstrom	164
250 NOV	Norman Harris	358
	Jeff Hobson	345
	Creig Corlis	270
	Bob Faeo	205
	John Peirce	193
250 EX	Kevin Schaub	357
	Donny Russell	340
	Greg Chatterton	340
	Ralph Blanchard	327
	Todd Haney	277
500 NOV	Alton Burns	288
	Michael Childers	150
	Chad Yoshitomi	147
	Nate Lavalley	142
	Chris Donnelly	133
500 EX	Jim McClain	297
	Bruce Stingley	267
	Brad Bonhoff	250
	Todd Johnson	157
	Larry Person	121
VET	Mark Faeo	261
	Pat Poland	244
	Eric Forsythe	222
	Greg Richardson	157
	Ron Soule	142
PRO	Joe Good	419
	Jim McClain	351
	Jason Anderson	313
	Ralph Blanchard	295
	Kevin Schaub	210

Short Track Cape Girardeau, MO Sept. 13 By Karen Lewis

AUTO STK	Jon Camp	Yam
	Jenny Hayden	Yam
	Nick Hayden	Yam
65	Chris Boone	Kaw
	Aaron Ladd	Hon
	Tommy Hayden	Kaw
80	T.J. Burnette	Yam
	Tommy Hayden	Yam
	Aaron Ladd	Hon
125	Eddie Reager	Suz
	T.J. Burnette	Yam
200	Jimmy Allen	Yam
250	Denne Williams	Bul
OPEN	Denne Williams	Yam
	David Flowers	Suz
	Jeff Kluge	Yam
AUTO MOD	Nick Hayden	Yam
	Jenny Hayden	Yam
	Jon Camp	Yam

Motocross Secession MX Anderson, SC Sept. 19 By Craig Johnson

P/W	Phil Hayes	Kaw
	Patrick Brown	Kaw
	Jonathon Scotell	Kaw
JR MINI	Phil Hayes	Kaw
	Chad Kimbrell	Kaw
	Richy Samonsky	Kaw
SR MINI	Steve Burdette	Kaw
	Jonsie Alexander	Kaw
	Marcus Cannon	Kaw
125 NOV	Gary Dalton	Hon
	Lance Edwards	Hon
	Paul Dalton	Kaw
250 NOV	Travis Bell	Suz
	Allen Rucker	Hon
	Craig Ashworth	Yam
SR	Steve Lewis	Yam
	Jamey McCullum	Suz
	Freddie Denton	Hon
125 INT	Chris Tucker	Yam
	Craig Johnson	Yam
250 PRO	Kirk Johnson	Suz
	Gary Brantley	Hon
	Steve Lewis	Yam

Motocross R&D Enterprises Mid-State Fairgrds Paso Robles, CA Sept. 19

50 P/W	A.J. Herrera	Kaw
60 MINI	Gary Ferravanti	Kaw
	Johnny Murphree	Kaw
80 MINI	Johnny Murphree	Kaw
	Trapper McDaniel	Kaw
250 NOV D-1	Bob Pack	Kaw
	Scott Graham	Kaw
	Michelle DiSalvo	Kaw
250 NOV D-2	Greg Sowle	Kaw
	Brian Taylor	Suz
	Norman Nesbit	Kaw
500 NOV D-1	Tony Alexander	Hon
	Robert Atkins	Hon
	Steve Drake	Yam
	Robert Van Der Vanter	Kaw
500 NOV D-2	Rick Coleman	Hon
	Tony Herrera	Kaw
	Dan Argano	Kaw
	Barry Drake	Kaw
OPEN NOV	Steven Drake	Kaw
	Tony Alexander	Kaw
	Dan Argano	Kaw
	Rick Coleman	Kaw
250 JR	Gary Ritchie	Kaw
	500 JR	Kaw
	Anthony Giammanco	Kaw
	Kevin Crowley	Kaw
	Bryan Duniven	Kaw
OPEN JR	Kevin Crowley	Kaw
EX	Randy Bereman	Kaw
VET	Joe Kamm	Kaw
	Rick Long	Kaw
	Mel Bruce	Kaw

Motocross I-40 MX Race Park Lenoir City, TN Sept. 26 By Lorene Sharp

60	Jeremy Stinnett	Kaw
	Wade Pelerey	Hon
80 JR	John Yoakum	Yam
80 SR	Scott Callebs	Kaw
	Shane Jenkins	Kaw
	Tommy Owens	Yam
	David Antrician	Kaw
	Kevin Johnson	Kaw
125	Allen Cody	Kaw
	David Leach	Kaw
	Ray Harvey	Hon
	Russell Sharp	Kaw
	Trevor Noe	Kaw
250	Richard Powers	Kaw
	Richard McCarty	Hon
	Allen Cate	Yam
	Henry Weir	Hon
	Mark Dyer	Suz
OPEN	Allen Cody	Kaw
	David Leach	Kaw
OVER 30	Gary Keith	Hon
	Larry Finchum	KTM
ENDR	Jackie Davis	KTM
	Daniel Hord	Hus
	Tim Coleman	Hon
	Shane Raney	Hon

Motocross White Oak MX Park Fredericksburg, VA Sept. 27 By Caryl Pigg

P/W	Tres Bruce	Kaw
	Shawn Schultz	Kaw
	Jake Hines	Kaw
125 A	Mark Lachowicz	Kaw
	Trey Wilkinson	Hon
	Mike Harris	Kaw
125 C	Darrell Ruppel	Yam
	Rodney King	Hon
	Jeff Odegard	Yam
250 A	Mike Ryan	Hon
	Mike Harris	Kaw
	Mark Lachowicz	Kaw
250 C	Danon Hannersla	Hon
	Kenny Merricks	Hon
	Brad Baver	Yam
25+	Tam Topham	Hon
	Sonny Mitchell	Hon
	Timmy Walker	Yam
JR MINI	Tres Bruce	Yam
	Shawn Schultz	Kaw
	Jake Hines	Kaw
SR MINI	Mike Martin	Kaw
	Frank Hannold	Hon
	David Brent	Hon
OPEN A	Mike Ryan	Hon
	Ed Lowre	Hon
	Alan Kocotas	Hon
250 B	Joel Walker	Hon
	Tom Heitchue	Hon
	Wallace Howery	Yam
OPEN B	Steve Theiss	Kaw
	Barry Gantt	Kaw
	Mike Curry	Yam
125 B	Cliff Markham	Kaw
	Brian Taylor	Suz
	Howard Kemley	Kaw
SR	A.C. Bruce	Hon
	Sonny Mitchell	Hon
	Buddy Holland	Yam
S/SR	Mike LoPicolo	Hon

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How You Can Win

(Continued from page 4)

hopeless association and therefore doesn't deserve your support. Whether anyone likes it or not we desperately need a strong, effective and successful AMA. On the national scene, it's still the only ball game in town, kinda like the NRA for the gun folks. There really is something you — yes, you the individual — can do to make the AMA as effective and responsive as so many other groups are for their constituents.

In these times the last thing we can afford is infighting; the enemy is not within. I'll be the first to agree that the AMA has not lived up to the goals and aspirations either they or you and I have desired. I belong to the AMA for the third time, having dropped out in frustration and rejoined in veined hope. In a few years I'll be an earned life member and not have to pay those silly dues anymore. Then I can continue bitching about the AMA for free.

As a member of the AMA I've got the right to bitch and complain as well as compliment the association. But I have come to get *really* groveled by those who snivel about the AMA, yet refuse to join. It's akin to rapping Ronnie Reagan or Alan Cranston or Senator Danforth by people who didn't vote. You, non-member and non-voters, have the right to bitch, but I've got an authority to complain above that.

No one on this globe has blasted the AMA over the years more than have I. The same goes for the local AMA district affiliate. I've usually thought I was a one person campaign and oftentimes have been that. But sometimes, over the long haul, they've listened. A change here, an improvement there. The process and changes have been too slow to react to natural progress and endless unknown issues which crop up though.

The one thing I've been able to key in on regarding the AMA, unlike the dozen or so other organizations I belong to, is its dreadfully poor input by members, former members and prospective members (that's everyone else in the sport). Media are deeply hesitant to write about the AMA because of the scolding they receive from the association's correspondence center. Members and clubs I've been with for over 25 years have typically expressed downright disinterest in approaching the AMA directly with their concerns because of anxiety about backlash or disregard they might receive, perceived or real.

The AMA has not done a thorough job of assessing its now and future members as do other national special interest groups. I must get upwards of a hundred surveys along with solicitations for financial support every year from the other outfits I belong to. I get half that many more (three are on my desk right now) from offshoot associations who want my interest views and/or money. I respond to every single questionnaire because it does make a difference regarding the direction these groups take regarding my concerns. I also send off my fair share of "tax deductible" contributions too.

There's really two thoughts here. One, is that I have never, ever received an questionnaire survey (excluding the near invisible queries on the back of renewal forms) from the AMA. I could name you a dozen or a hundred or a thousands times when I've communicated with an AMA person on an issue only to discover that they know absolutely nothing about the matter. No one

ever told them. In the chicken and egg scenario, is that my fault or theirs?

Secondly, I've heard more times than memory serves about the cast-in-concrete, non-involved biker. He won't join up. He won't get involved. He won't write a letter. He won't part with a buck. He won't, he won't. This has come from AMA hierarchy through industry management to imbecilic fair weather riders. Well I say that's bull hockey!

Just look at what's happened with Cranston's Wilderness Bill and Danforth's Motorcycle Safety Act, just to name a couple. Hundreds of thousands of riders responded to politicians as well as to the media, in particular *Cycle News*. I see the demographic figure every day on the riding community. They're dropping thousands of dollars every year on bikes and parts and accessories and service. This is disposable income, not someone's grocery money.

There are no starving Ethiopians or war-ravaged Afgans or water-logged boat people buying bikes in America. There are more than 100 magazines, newspapers and newsletters going out to bikers in this country alone. By the national average, motorcyclists and ATVers and the like take home fully 50% more income than the national family average. We may well be the most media-informed special interest group in the U.S.A., possibly the world.

We are comparably highly affluent and literate. We're far more monetarily involved than, say, shooters or environmentalists. Guns only cost a few hundred bucks apiece and posey sniffing is free. There's possibly more bike publications available than all the gun and environmental media combined.

This is all to say that the AMA needs input, your opinion. After all, the AMA and its national programs represent us all whether you're a member or not. No other organization is, by design or accident, in that position. Your opinions and views, member or not, are what the AMA requires first and foremost in order to target its energies most effectively and most accurately.

So instead of bitching to your buddies, sniveling at the races, complaining to your club or whining to the magazines, send me a note about the AMA. Just a few words will do. What is it you want the AMA to do for you? More political and legislative action? More or less racing, professional and sportsman? Open an office in L.A. or Washington, DC, or . . . ? Improve our image? Send out surveys? Open an 800 hot line?

List in order, top to bottom, your priorities. Let me know if you're an AMA member or not and if you used to be. Tell me briefly what it would take for you to join. And lastly, would you support financial contributions (tax deductible) for a legislative action division. I know it sounds like a lot. But for all of you that have bitched to me or listened to me carry on about the AMA, this may be a ripe opportunity.

You see, the AMA has asked me to get together with them. I'm not positive of their interests and motives, but I've certainly let it be known that there are lots and lots of vital matters regarding rider concerns we will discuss. That's where I need your help, your input. Send off your opinions and concerns to *Cycle News*, the AMA, PO Box 498, Long Beach, CA 90801. And keep writing to keep riding.

Dave Holeman

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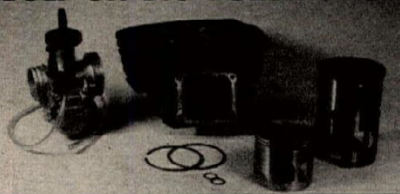
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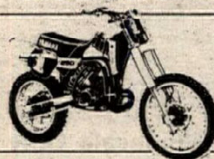
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Work on all brands—Honda, Kawasaki, Yamaha, Suzuki. 50% Plenty of work. Excellent working conditions. **OUTRIDER OF L.A.**, 10545 W. Pico Blvd. Call Harry. (213) 879-3350. (239-40)

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Frame, glass, brakes, shocks, pipe. \$1200. (503) 397-3909. (139-40)

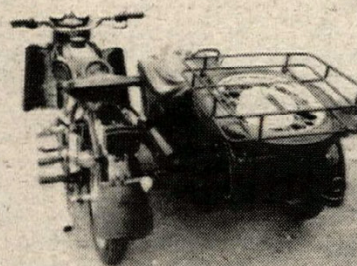
1987 CR250 Honda

Excellent condition. Ohlin rear shock, complete mod motor. (906) 229-5113. (339-40)

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Immaculate condition, seat cowl, stand, new Metzeler Comp Ks, new Ferodo pads, 9000 miles. \$3850. Will consider SRX600 in trade. (614) 237-7283 Ohio. (339-40)



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4-speed forward with reverse, 2-wheel drive-military, single-wheel drive-civilian. Dealer inquiries welcome. East (216) 946-9600 Bob, West (303) 447-9264 Jim Yehl. (139-40)

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Fork braces, fork springs, Ferodo pads, sprockets. OEM parts in stock! No B.S...Just FAST service. Call today! **CONN CYCLEWORKS, INC.** (203) 234-7000. (239/TFN)

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Spare cylinders, crank, pistons, Daytona pipes. Excellent condition. Only two races this year. \$5500. (313) 363-6006. (338-41)

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1968 MK III Triumph 650cc under restoration. Needs front and rear fenders, kickstand, decals, misc and info. Call collect (619) 755-2504 eves. Barney. (340-41)



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Worked 901cc engine, velocity carbs, white GP single shock, extra engine, Darmah body work, frames, title, tools etc. Very well maintained. Handles great. Call (201) 444-4455. (340-41)

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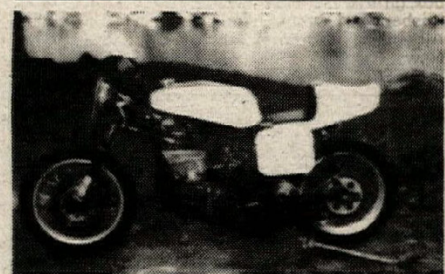
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Can be used with lower cowl. Race tested, professionally crafted. Includes mounting hardware. Call today **CONN CYCLEWORKS, INC.** (203) 234-7000. (239/TFN)

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Trick 600 Ninja Parts

All new/as new. Aluminum frame; 33 mm Mikuni flatsides; Works Performance rear shock; Performance Machine 4-pot front calipers and lightweight rear floating caliper/rotor; Daytona front floaters; Tele-fix fork brace; Dyna rev-limiter; Dymags; Kerker 4-2 exhaust; Moriwaki rear sets; Lockhart bars; steering damper; Yoshimura cams; Accel coils/wire set; rear fender kit: Hi-Sports. (415) 966-6893 days, (415) 964-1292 evenings. (340-41)

1987 250 Ninja Race Bike

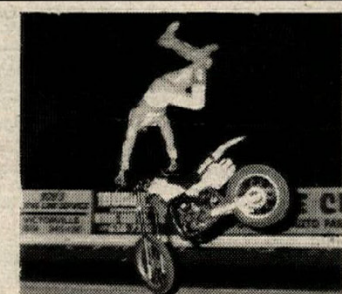
All Trick! Oversize pistons; Megacycle cams; head work; special ignition advancer/ignitor; Dyna coils; Dynojet kit; Works Performance rear shock; Progressive fork springs; steering damper; Super-Trapp and Yoshimura 2-1 exhausts, extra drive/rear sprockets; Hi-Sports and slicks; Tele-fix fork brace; stand; red/white. All parts to convert to street. Excellent condition. (415) 966-6893 days, (415) 964-1292 evenings. (340-41)

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Lawwill, Cosworth, Axtel, fresh motor, spare pipes, carbs, wheels, ignition, etc. All the good stuff. Sacrifice \$5800/OBO. May trade. (317) 894-8819. (139-40)



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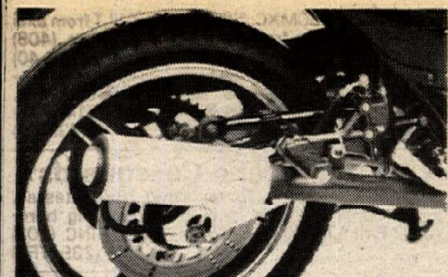
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Super trick. Spare engine and many parts. Call for details. (401) 322-7474. (139-43)

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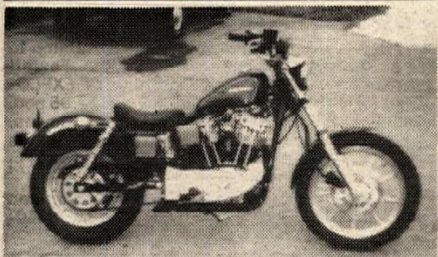
1984 FJ600 Yamaha

Great condition, raced one season. Spare parts bike included. Must sell, buying house. \$1600/OBO. Call (301) 956-2332 eves/wkends. (339-40)

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With warranty. Will crate and ship anywhere. (216) 946-9600. Ask for Bob. (140-41/P)

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C&J XR750

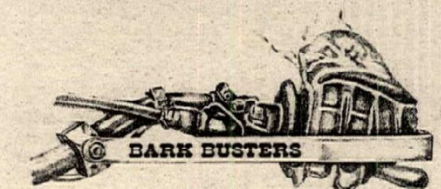
Camel Pro quality, completely fresh. Trade possible. Must sell. (513) 278-7653, (513) 278-9123. (339-42)

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White, good condition. \$2300/OBO. (414) 272-4898 evenings. (339-41)

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1988 KTMs & Huskys

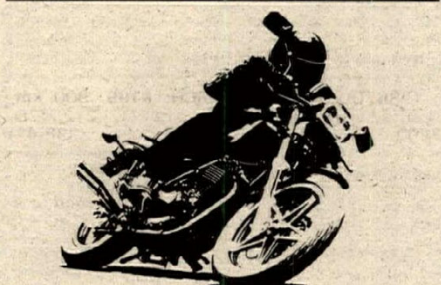
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- CMC Trans-Cal Round #1 - 9/6/87
Glen Helen OHV Park, San Bernardino, CA
Brad Schultz 5th 80cc
- AMA D-37 Dirt Diggers G.P. - 9/13/87
Michelle Bailes 1st Womens Novice
Bruce Bailes 1st Vet. Open Int.

- CMC Trans-Cal Round #2 - 9/13/87
Sand Hill Ranch, Brentwood, CA
Brad Schultz 5th 80cc
- Prairie Dogs M.C. Hare 'N Hound
Lucerne Valley, CA - 9/20/87
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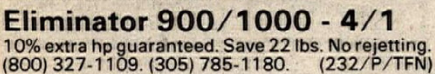
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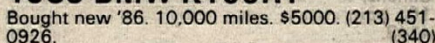
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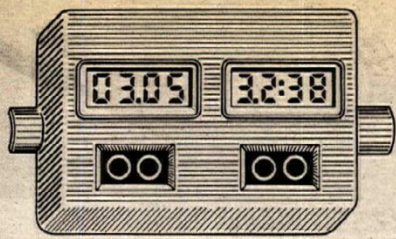
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Asking \$2500. Call (504) 345-6352 days. Ask for
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Excellent condition. \$3800/OBO. (818) 447-8443. (237/TFN)

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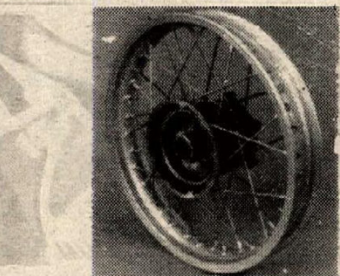
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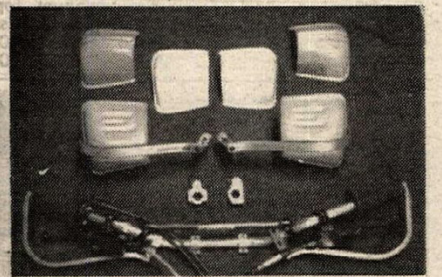
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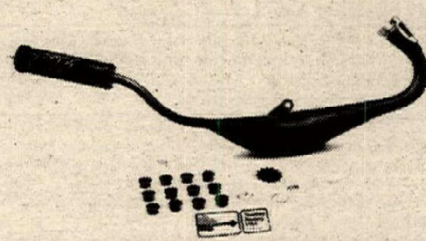
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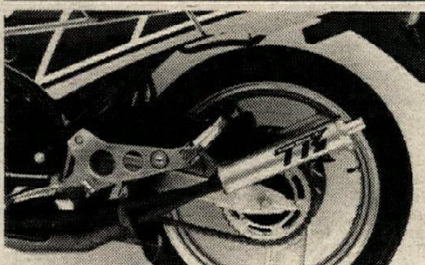
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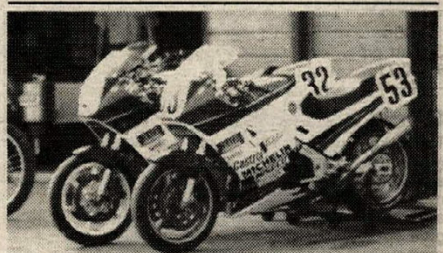
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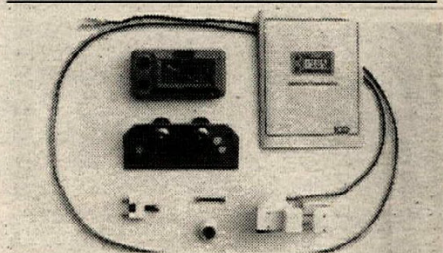
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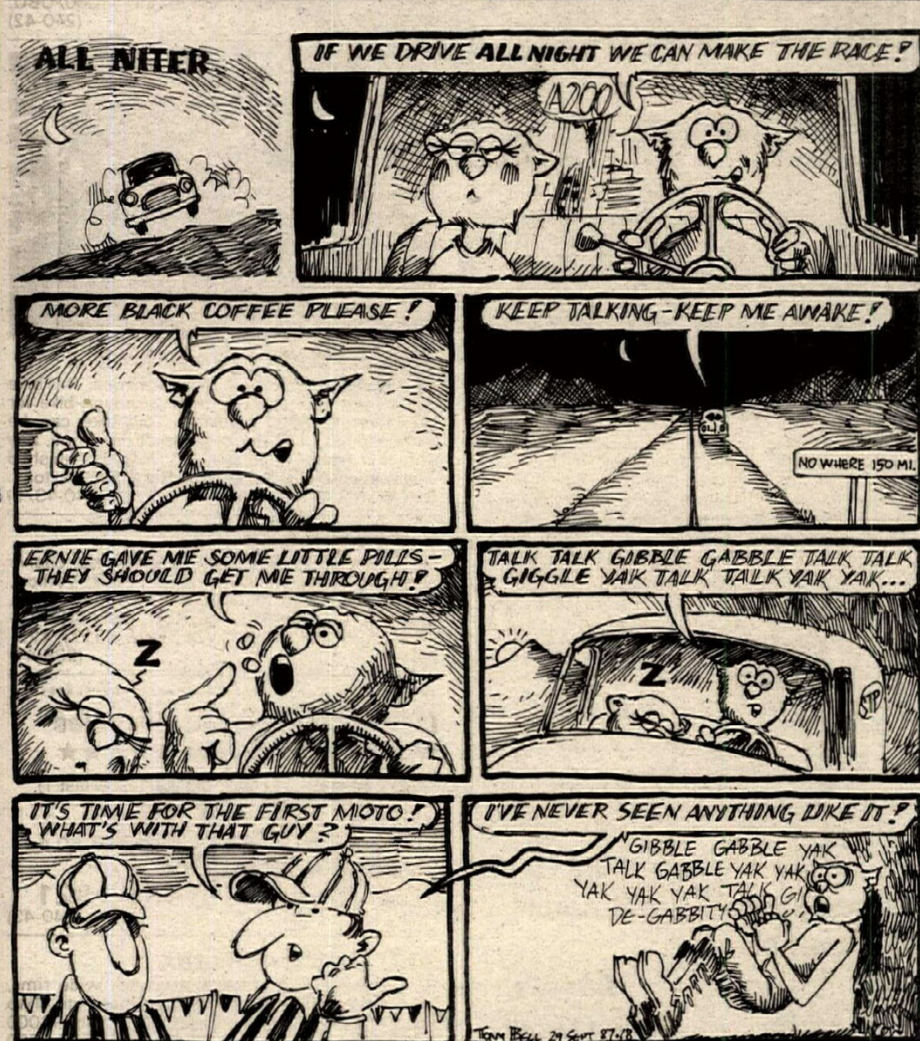
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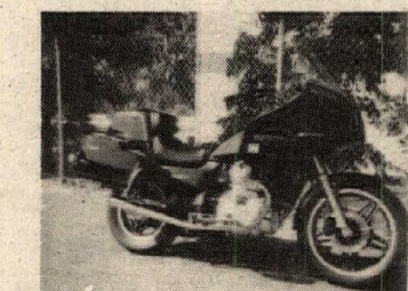
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ADVERTISER'S INDEX

AFM	44	Los Angeles Sleeve Co	49
ATK	51	M.C.C. Center	49
Academy Racing & Cycle	46	Malcolm Smith	53
Allsports Promotion	47	Maxima	46
Amarillo Supercross	44	Motocross Fox	46
Andrews Honda	15	Motorcycle Tire Works	47
Andrews Yamaha-Kawasaki	52	Motorcycle World	23
Bert's Motorcycles	46	Motorcyclist Services	51
Burbank Yamaha	49	NMA	46
CMC	46	Neil Keen	51
CRC	46	Oakland Sport Center	49
Carb Parts Warehouse	47	Ohio Valley MX	45
Cernic Suzuki Sales	48	Personal Cycle Service	47
Chariot Mfg. Co	44	Personal Watercraft	14
Comp. Plus	47	Petersen Pub	56
Continental Cycles	25	Pro Pad Products	48
Cosmopolitan Motors	53	Prospectors M.C.	44
Country Roads Inc	49	Raceway Park	25,44
Cycle News Sub	27	Rick's MC Salvage	48
Cycle Products West	49	S&S Sprockets	49
Cycle Service Inc	47	SRA	44
Cycle South Inc	51	Sammy Tanner Distributing	25
Cycle Sport RV Center	48	Shoei Helmets	21
Dealer Sales	50	Slater Bros	48
Dennis Kirk	25	Sloan's Hon/Yam	48
District 37 AMA	46	Spectro Inter. Cont. Lub	23
Double Cross Racing Assn	44	Sport Tracks	51
Dr. John's MC Frame	46	SuperTrapp	27
Duralube	25	Supercross Print	17
Eric's Motorcycle Co	51	T.D. Deatherage	44
European Cyc Specialties	47	T.D.R. Reeds	48
Extrude Hone Abrasive	47	Town & Country Honda	49
F&L Company	46	Tri State Fall Series	46
Falcon Performance Eng	48	Tuf Racing Products	25
Family Racing Assn	45	Turner's 2-Stroke Eng	51
H&H KTM/Husqvarna	27	U.S. Suzuki	10,11,15
Hi-Point Trailers	51	United Speedway	45
J.B. Race Products	47	USA Lubricants	47
Jim's Motorcycles	53	Vance & Hines	21
Kerker	25	Victory Sports	46
KTM America	25	Walt-Schaffer Cycle Sup	48
Kustom Kraft Perf Spec	27	Wheel Works	25
La Habra Suzuki	46	Willow Springs Raceway	44

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"I heard the Japanese were making motorcycles now; I figured I'd read **MOTORCYCLIST** to find out more about it."

—Jay Leno

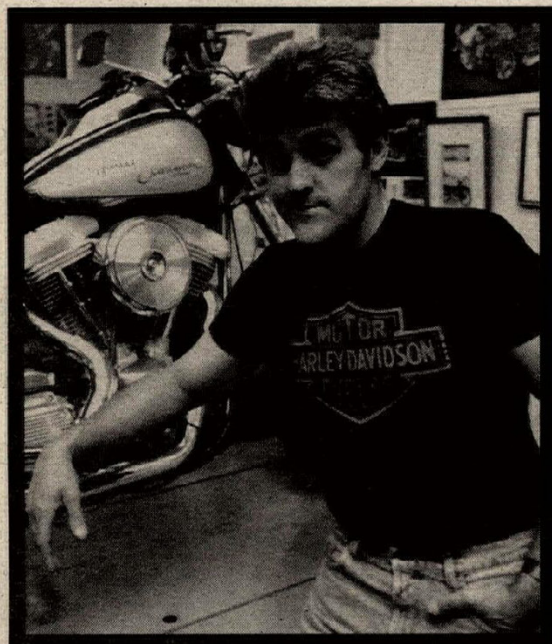


PHOTO: DEXTER FORD

Name: Jay Leno

Occupation: Comedian, *Tonight Show* guest host, film and television personality

Riding history: When I was a kid—about ten years old—I remember a guy in our town had a Vincent. And of course we thought he was very worldly—he could actually drive all the way to the *next* town. We were just in awe of the guy, and his Vincent.

A little later some friend gave us a broken-down Honda 90. Being the good mechanics we were, we took it apart and painted the piston red and the cylinder head yellow. Then we threw away all that paper that was clogging up the engine—we later found out those were called gaskets.

I had a couple of beat-up Japanese bikes, and then in '79 I got a CBX, because the engine reminded me so

much of a Ferrari. I crashed that one, got another, a faired '81 CBX, but by that time I was losing interest in modern bikes—they seemed too complex and hard to work on. In '81 I looked around and bought my first Vincent, the Rapide.

Riding the old English bikes is like piloting a plane—you walk around the bike before you get on, just to make sure everything is all right.

I must admit, I enjoy working on the bikes. For every hour I ride I would say I easily spend another hour tinkering, because it's something I enjoy.

I guess I like older bikes for the same reason I like antique watches, or anything else that's well made. I don't like the new fully enclosed motorcycles—I tend not to like any motorcycle I can't see through.

Motorcycles look right. It's like people who can sit and stare at a Chagall or a Renoir for hours. I'll come out here in the garage and just let my eyes wander over the Vincents and the Broughs—to me, it's artwork. The castings, the way everything is held together—it's kinetic art, I guess you'd call it.

Motorcycles and show business: I try to promote motorcycling when I can. I've ridden my Harley onto the stage of the David Letterman show, the *Tonight Show*, and *Merv Griffin*. I like doing it with the Harley because it's an, American-made bike, and I'm an American comedian. There's a certain national chauvinism that's fun.

I think people like that.

When I ride my Vincent or the Harley to a show, people stop and wave. It's a whole different atmosphere. It's fun sometimes to pull into the *Tonight Show* on my bike—it shows that I've got a little different point of view.

Magazine: I like the fact that **MOTORCYCLIST** covers only street bikes—I don't have much interest in dirt bikes. And I especially like the project series where Joe Minton or somebody else takes a bike and, over the course of a few months, tests various bolt-on horsepower accessories. The idea of earning your horsepower appeals to me—you can get a bike in stock trim and learn to ride it, and then, as you improve as a rider, you can add the power as you learn to use it. I like Joe's tech pieces because they're written for the layman, because he talks about real-world horsepower that you can achieve in your own garage.

I like the "Off the Record" sections, because there are lots of bikes I don't want to read the whole test on—I just want to read the opinions of the guys on the magazine staff.

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